NACOmatic

Effective: 17-December-2009
Expires: 14-January-2010

Your Ad Here
~80,000 Page views/month

Contact:
Doug Ranz
248-318-0011
NACOmatic@hotmail.com

www.NACOmatic.com Copyright 2009. All Rights Reserved.

Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: http://naco.faa.gov/index.asp?xml=naco/onlineproducts

Copyright

This compilation is protected by US copyright laws and international copyright treaties.

Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

SC Min Alt#2 - 4
SC Min Rdr#2 - 9
SC Min TO#2 - 16
35A - 259
51J - 176
5J9 - 187
6J0 - 221
6J2 - 241
88J - 43
AIK - 32
AND - 46
ARW - 55
BBP - 66
BNL - 53
CAE - 105
CDN - 70
CEU - 102
CHS - 73
CKI - 174
CQW - 92
CRE - 208
CUB - 116
DCM - 95
DLC - 126
DYB - 243
EOE - 205
FDW - 264
FLO - 135
GGE - 142
GMU - 144
GRD - 155
GSP - 158
GYH - 150
HVS - 165
HXD - 169
HYW - 118
JZI - 87
LKR - 178
LQK - 222
LRO - 197
LUX - 186
MAO - 191
MKS - 194
MMT - 128
MNI - 189
MYR - 199
NBC - 57
OGB - 215
PHH - 52
PYG - 220
RBW - 260
SMS - 244
SPA - 239
SSC - 248
UDG - 122
UZA - 224
XNO - 214

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALBEMARLE, NC

STANLY COUNTY ..... **ILS Rwy 22L[1]**
NDB or GPS Rwy 22L[2]

NA when control tower closed.
[1]ILS, Categories B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

ANDERSON, SC

ANDERSON RGNL ..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
VOR Rwy 5

NA when local weather not available.

ASHEVILLE, NC

ASHEVILLE RGNL ..... **ILS or LOC Rwy 16[12]**
ILS or LOC Rwy 34[12]
RNAV (GPS) Rwy 16[34]
RNAV (GPS) Rwy 34[35]
RADAR-1, 900-2¾[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[5]Categories A,B, 1000-2, Categories C, D, 1000-3.

BARNWELL, SC

BARNWELL RGNL ..... **RNAV (GPS) Rwy 17**

NA when local weather not available.

BURLINGTON, NC

BURLINGTON-ALAMANCE RGNL ..... **RNAV (GPS) Rwy 6**

NA when local weather not available.
Category D, 800-2¼.

NAME — ALTERNATE MINIMUMS

CHARLESTON, SC

CHARLESTON AFB/INTL . **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 33[1]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 21[2]
RNAV (GPS) Rwy 33[2]
VOR/DME or TACAN Rwy 3[3]
VOR/DME or TACAN Rwy 21[3]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.
[3]Category E, NA.

CHARLESTON EXECUTIVE.. ..... **ILS or LOC Rwy 9**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR-A

NA when local weather not available.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL ..... **ILS or LOC Rwy 23**

ILS, Categories A,B,C,D, 700-2.

CLEMSON, SC

OCONEE COUNTY RGNL.. **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

CLINTON, NC

SAMPSON COUNTY.. ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A

NA when local weather not available.

ALTERNATE MINS

09351

NAME ALTERNATE MINIMUMS

COLUMBIA, SC

COLUMBIA METROPOLITAN ..... **ILS or LOC Rwy 5**[1]
ILS or LOC Rwy 11[2]
ILS or LOC Rwy 29[2]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C 800-2¼; Category D, 800-2½.
[2]ILS, Categories C, D, 700-2.

CONCORD, NC

CONCORD RGNL ..... **ILS or LOC Rwy 20**[1]
RNAV (GPS) Rwy 2[2]
RNAV (GPS) Rwy 20[2]

Category D, 800-2½.
[1]NA when control tower closed.
[2]NA when local weather not available.

CURRITUCK, NC

CURRITUCK COUNTY RGNL ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

DARLINGTON, SC

DARLINGTON COUNTY JETPORT ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR/DME-A

NA when local weather not available.

EDENTON, NC

NORTHEASTERN RGNL ..... **LOC Rwy 19**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19

NA when local weather not available.

ELIZABETH CITY, NC

ELIZABETH CITY CG AIR STATION/RGNL . **ILS or LOC Rwy 10**[1][2]
RNAV (GPS) Rwy 10

NA when local weather not available.
[1]ILS, Category D 700-2.
[2]ILS,LOC,NA when control tower closed.

ERWIN, NC

HARNETT RGNL JETPORT ..... **LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

NAME ALTERNATE MINIMUMS

FAYETTEVILLE, NC

FAYETTEVILLE RGNL/ GRANNIS FIELD ..... **LOC BC Rwy 22**[1]
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 22

NA when local weather not available.
[1]NA when control tower closed.

FLORENCE, SC

FLORENCE RGNL ..... **ILS or LOC Rwy 9**[1][2]
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 27
VOR or TACAN-A

NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when control tower closed.

FRANKLIN, NC

MACON COUNTY ..... **RNAV (GPS)-A**

NA when local weather not available.
Categories A, B, 1600-2; Category C, 1800-3.

GASTONIA, NC

GASTONIA MUNI ..... **RNAV (GPS) Rwy 21**

NA when local weather not available.

GOLDSBORO, NC

GOLDSBORO-WAYNE MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A

NA when local weather not available.

GREENSBORO, NC

PIEDMONT TRIAD INTL ... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

GREENVILLE, NC

PITT-GREENVILLE ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 26

NA when local weather not available.

ALTERNATE MINS

09351

NAME	ALTERNATE MINIMUMS

GREENVILLE, SC

DONALDSON CENTER ..... **ILS or LOC Rwy 5**
NA when local weather not available.
NA when control tower closed.

GREENVILLE DOWNTOWN ..... **ILS or LOC Rwy 1[123]**
RNAV (GPS) Rwy 1[24]
RNAV (GPS) Rwy 10[24]
RNAV (GPS) Rwy 19[24]
RADAR-1[14]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2. LOC, Category D, 800-2¼.
[4]Category D, 800-2¼.

GREENWOOD, SC

GREENWOOD COUNTY ..... **NDB or GPS Rwy 27**
VOR OR GPS Rwy 9
VOR Rwy 27
NA when local weather not available.

GREER, SC

GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN ..... **ILS or LOC Rwy 4**
RADAR-1
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

JACKSONVILLE, NC

ALBERT J ELLIS ..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
NA when local weather not available.

JEFFERSON, NC

ASHE COUNTY ..... **RNAV (GPS) Rwy 28**
Categories A, B, 1100-2; Category C, 1100-3; Category D, 1500-3.
NA when local weather not available.

KINGSTREE, SC

WILLIAMSBURG RGNL .... **RNAV (GPS) Rwy 32**
NA when local weather not available.
Category D, 1000-3.

KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS FIELD ..... **ILS Rwy 5[12]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 23[3]
VOR Rwy 23[1]

[1]NA when control tower closed.
[2]Category D, 700-2.
[3]NA when local weather not available.

NAME	ALTERNATE MINIMUMS

JACKSONVILLE, NC

ALBERT J ELLIS ..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
NA when local weather not available.

LANCASTER, SC

LANCASTER COUNTY-MC WHIRTER FIELD ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A[1]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

LINCOLNTON, NC

LINCOLNTON-LINCOLN COUNTY RGNL ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

LOUISBURG, NC

FRANKLIN COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR/DME-A
NA when local weather not available.

MONROE, NC

CHARLOTTE-MONROE EXECUTIVE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

MORGANTON, NC

FOOTHILLS RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MYRTLE BEACH, SC

MYRTLE BEACH INTL ..... **ILS or LOC Rwy 18[1]**
ILS or LOC Rwy 36
ILS, Category D, 700-2.
[1]NA when local weather not available.

NEW BERN, NC

COASTAL CAROLINA RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22
NA when local weather not available.

ALTERNATE MINS

09351

NAME ALTERNATE MINIMUMS

NEWBERRY, SC
NEWBERRY COUNTY ..... **NDB Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

NORTH MYRTLE BEACH, SC
GRAND STRAND ..... **ILS Rwy 23[1]**
VOR Rwy 5
VOR Rwy 23[2]
NA when control tower closed.
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

ORANGEBURG, SC
ORANGEBURG MUNI ..... **NDB Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.
Category D, 800-2¼.

OXFORD, NC
HENDERSON-OXFORD ..... **LOC Rwy 6**
NDB Rwy 6
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.

RALEIGH/DURHAM, NC
RALEIGH-DURHAM
INTL ..... **ILS or LOC Rwy 5L[1]**
ILS or LOC Rwy 5R[1]
ILS or LOC Rwy 23L[2]
ILS or LOC Rwy 23R[2]
NDB Rwy 23L[3]
VOR Rwy 32[4]
[1]ILS, Category D, 700-2.
[2]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

REIDSVILLE, NC
ROCKINGHAM COUNTY NC
SHILOH ..... **NDB Rwy 31**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ROANOKE RAPIDS, NC
HALIFAX-NORTHAMPTON
RGNL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
VOR/DME Rwy 2
NA when local weather not available.

ROCK HILL, SC
ROCK HILL/YORK CO/
BRYANT FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

ROCKY MOUNT, NC
ROCKY MOUNT-
WILSON RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR/DME Rwy 22
NA when local weather not available.

ROXBORO, NC
PERSON COUNTY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

RUTHERFORDTON, NC
RUTHERFORD CO/
MARCHMAN FIELD ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

SHELBY, NC
SHELBY-CLEVELAND
COUNTY RGNL ..... **NDB Rwy 23[1]**
RNAV (GPS) Rwy 5
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

STATESVILLE, NC
STATESVILLE RGNL ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
NA when local weather not available.

SUMTER, SC
SUMTER ..... **RNAV (GPS) Rwy 5[1]**
RNAV (GPS) Y Rwy 23
RNAV (GPS) Z Rwy 23
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

WADESBORO, NC
ANSON COUNTY ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

ALTERNATE MINS

09351

NAME ALTERNATE MINIMUMS

WALLACE, NC

HENDERSON FIELD ..... **NDB Rwy 27**
Category D, 800-2½.

WASHINGTON, NC

WARREN FIELD ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.

WHITEVILLE, NC

COLUMBUS COUNTY
MUNI ..... **NDB Rwy 6**
RNAV (GPS) Rwy 6
NA when local weather not available.

WILMINGTON, NC

WILMINGTON INTL .. **ILS or LOC/DME Rwy 6[12]**
ILS or LOC/DME Rwy 24[12]
ILS Rwy 35[23]
RADAR-1[3]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 24[1]
RNAV (GPS) Rwy 35[1]
[1]NA when local weather not available.
[2]Category D, 700-2.
[3]NA when control tower closed.

WINSTON-SALEM, NC

SMITH REYNOLDS ..... **ILS or LOC Rwy 33[12]**
RNAV (GPS) Rwy 15[34]
RNAV (GPS) Rwy 33[35]
VOR/DME Rwy 15[5]
[1]NA when control tower closed.
[2]ILS,Categories B,C, 700-2,Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2¼.
[5]Category D, 800-2½.

ASHEVILLE, NC

Amdt. 5A, NOV 18, 1998 (FAA)

ELEV **2165**

ASHEVILLE RGNL

RADAR- 124.65 269.575 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	34		AB	**2800**/24	660	(700-½)	C	**2800**/60	660	(700-1¼)
			D	**2800**-1½	660	(700-1½)				
	16		A	**3000**/50	835	(900-1)	B	**3000**/60	835	(900-1¼)
			C	**3000**-2½	835	(900-2½)	D	**3000**-2¾	835	(900-2¾)
CIRCLING			A	**3000**-1	835	(900-1)	B	**3000**-1¼	835	(900-1¼)
			C	**3000**-2½	835	(900-2½)	D	**3000**-2¾	835	(900-2¾)

Circling not authorized west of Rwy 16-34. Night circling not authorized.

BEAUFORT, SC

Amdt. 3A, NOV 20, 2008 (FAA)

ELEV **10**

BEAUFORT COUNTY

RADAR-1 118.45 292.125 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25		ABC	**440**-1¼	430	(500-1¼)				
CIRCLING			AB	**500**-1¼	490	(500-1¼)	C	**500**-1½	490	(500-1½)

Use Beaufort MCAS/Merritt Field altimeter setting.
When Beaufort Class D not in effect, procedure NA.

BEAUFORT MCAS (KNBC), (MERRITT FLD) SC (08325 USN) ELEV 37

RADAR - (E) 123.7x 298.875x 317.775x 323.275x 372.0x 379.275x 383.6x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	23[25]	3.0°/44/821	ABCDE	116-¼	100	(100-¼)
	32	3.0°/40/771	ABCDE	125-½	100	(100-½)
	14	3.0°/40/768	ABCDE	132-½	100	(100-½)
	5[25]	3.0°/38/779	ABCDE	137-¼	100	(100-¼)
PAR[1] W/O GS	23[4]		ABCDE	320-¾	304	(300-¾)
	5[4]		ABCDE	360-1	323	(400-1)
	14		ABCDE	380-1¼	348	(400-1¼)
	32[6]		ABCDE	380-1¼	355	(400-1¼)
ASR	23[3]		AB	360-½	344	(400-½)
			CDE	360-¾	344	(400-¾)
	5[7]		AB	440-¾	403	(500-¾)
			CD	440-1	403	(500-1)
			E	440-1¼	403	(500-1¼)
	14		ABC	420-1	388	(400-1)
			DE	420-1¼	388	(400-1¼)
	32		AB	520-1	495	(500-1)
			C	520-1¼	495	(500-1¼)
			D	520-1½	495	(500-1½)
			E	520-1¾	495	(500-1¾)
CIR	5, 14, 23		AB	500-1¼	463	(500-1¼)
			C	500-1½	463	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)
	32		AB	520-1¼	483	(500-1¼)
			C	520-1½	483	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)

[1]No-NOTAM MP 1200-2000Z++ Sat. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]CAUTION: PAR and VGSI not coincident. [6]Cross 2 NM from touchdown, 600 min alt. [7]When ALS inop, increase vis CAT AB to 1 mile,CAT CD to 1¼ miles,CAT E to 1½ miles.

BOGUE MCALF (KNJM), NC (07270 USA) ELEV 22

RADAR [1] **- (E)** 328.4 119.5x 361.2x 341.3x 336.4x 336.5x 363.6x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	23[2]	3.0°/37/706	ABCDE	271-1	250	(300-1)

[1]RADAR svc avbl by PPR only, during sked field hrs, ctc ATC DSN 582-0697, C252-466-0697 for PPR. [2]CAUTION: 20:1 visual area penetrated. Procedure NA at night.

CHERRY POINT MCAS (KNKT), (CUNNINGHAM FLD) NC(09239 USN) ELEV 29

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32L[1] [3]	3.0°/36/668	ABCDE	126-¼	100	(100-¼)
	23R	3.0°/55/1051	AB	273-¾	250	(300-¾)
			CDE	273-1	250	(300-1)
	14L[3]	3.0°/40/763	ABCDE	126-½	100	(100-½)
	5R[3]	3.0°/39/733	ABCDE	127-½	100	(100-½)
ASR	32L[2]		AB	340-½	314	(400-½)
			CDE	340-¾	314	(400-¾)
	23R[4]		ABCDE	360-1	337	(400-1)
	5R		AB	440-1	413	(500-1)
			CD	440-1¼	413	(500-1¼)
			E	440-1½	413	(500-1½)
	14L		AB	440-1	414	(500-1)
			C	440-1¼	414	(500-1¼)
			DE	440-1½	414	(500-1½)
CIR	All Rwys		AB	520-1	491	(500-1)
			C	540-1½	511	(600-1½)
			DE	580-2	551	(600-2)

[1]When ALS inop, increase vis CAT ABCDE to ½ mile. [2]When ALS inop, increase vis CAT ABCDE to 1 mile.[3]CAUTION: PAR RPI and PAPI RRP are not coincident. [4]When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.

COLUMBIA, SC

Amdt. 12, SEP 24, 2009 (FAA)

ELEV **236**

COLUMBIA METROPOLITAN

RADAR- 133.4 285.6 124.15 338.2 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	AB	**700**/24	472	(500-½)	C	**700**/40	472	(500-¾)
		D	**700**/50	472	(500-1)				
	11	AB	**680**/24	444	(500-½)	C	**680**/40	444	(500-¾)
		D	**680**/50	444	(500-1)				
	29	AB	**720**/24	493	(500-½)	C	**720**/40	493	(500-¾)
		D	**720**/50	493	(500-1)				
	23	AB	**680**/50	467	(500-1)	C	**680**/60	467	(500-1¼)
		D	**680**-1½	467	(600-1½)				
CIRCLING		AB	**740**-1	504	(600-1)	C	**840**-1¾	604	(700-1¾)
		D	**880**-2	644	(700-2)				

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

COLUMBIA, SC

Amdt. 2, OCT 22, 2009 (FAA)

ELEV **193**

JIM HAMILTON L.B. OWENS

RADAR-1 133.4 ▽ ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	31	AB	**720**-1¼	535	(600-1¼)	C	**720**-1½	535	(600-1½)
		D	**720**-1¾	535	(600-1¾)				
CIRCLING		NA							

Use Columbia Metropolitan altimeter setting. Visibility reduction by helicopters NA.
Lost Communications (All Rwys): As directed by ATC on initial contact.

FLORENCE, SC

AMDT 1, MAR 12, 2009 (FAA)

ELEV **146**

FLORENCE RGNL

RADAR-1 118.6 341.7 135.25 316.15 ▽ ⚠NA.

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1	ABC	**480**-1	346	(400-1)	D	**480**-1¼	346	(400-1¼)
	9*	AB	**680**-½	534	(600-½)	C	**680**-1	534	(600-1)
		D	**680**-1¼	534	(600-1¼)				
	19**	AB	**860**-1	717	(800-1)	C	**860**-2	717	(800-2)
		D	**860**-2¼	717	(800-2¼)				
	27	AB	**560**-1	421	(500-1)	CD	**560**-1¼	421	(500-1¼)
CIRCLING		AB	**640**-1	494	(500-1)	C	**640**-1½	494	(500-1½)
		D	**740**-2	594	(600-2)				
CIRCLING*		AB	**680**-1	534	(600-1)	C	**680**-1½	534	(600-1½)
		D	**740**-2	594	(600-2)				
CIRCLING**		AB	**860**-1	714	(800-1)	C	**860**-2	714	(800-2)
		D	**860**-2¼	714	(800-2¼)				

GREENVILLE, SC

Amdt. 13A, SEP 25, 2008 (FAA) ELEV **1048**

GREENVILLE DOWNTOWN

RADAR- 118.8 385.4 ▽ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1		ABC	**1480**-1¼	465	(500-1¼)	D	**1480**-1½	465	(500-1½)
CIRCLING			AB	**1620**-1¼	572	(600-1¼)	C	**1620**-1½	572	(600-1½)
			D	**1740**-2¼	692	(700-2¼)				

Alternate minimums: Standard, except CAT D 800-2¼, NA when control tower closed.

GREER, SC

Amdt. 6, SEP 1, 2005 (FAA) ELEV **964**

GREENVILLE-SPARTANBURG INTL - ROGER MILLIKEN

RADAR- 118.8 385.4 ▽ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABC	**1340**/40	376	(400-¾)	D	**1340**/50	376	(400-1)
	4		ABC	**1420**/40	471	(500-¾)	D	**1420**/50	471	(500-1)
CIRCLING			AB	**1420**-1¼	456	(500-1¼)	C	**1420**-1½	456	(500-1½)
			D	**1520**-2	556	(600-2)				

When APP CON closed, ASR NA.
For inoperative MALSR, increase S-22 Category D visibility to RVR 6000.
If local altimeter setting not received use Greenville Downtown altimeter setting and increase all MDAs 40 feet.

MC ENTIRE JNGB (MMT), SC (Eastover) (Orig 09295 USAF) ELEV 252

RADAR[12] 125.4 385.6 143.55 281.525 316.4x 269.05x ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[3]	32	2.5°/52/1169	ABCDE	443/24	200	(200-½)
ASR[4]	32		AB	640-½	397	(400-½)
			CD	640-¾	397	(400-¾)
			E	640-1	397	(400-1)
CIR	32		A	840-1	588	(600-1)
			B	860-1	608	(700-1)
			C	880-1¾	628	(700-1¾)
			D	880-2	628	(700-2)
			E	1020-2¾	768	(800-2¾)

[1]If no transmissions are received for one minute in the pattern or five/fifteen seconds on final approach, attempt contact with McEntire Tower on 253.5 or 132.4 and proceed VFR. If unable, proceed with TACAN/ILS/VOR/NDB approach, maintain 2000 until established on/over fix/ NAVAID/approach procedure. [2]Remain within 4 NM of MMT VORTAC to avoid R-6001; if unable, expect 10 minute delay for activation. [3]When ALS inop, increase RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

NEW BERN, NC

Amdt. 2B, JUL 2, 2009 (FAA) ELEV **19**

COASTAL CAROLINA RGNL

RADAR- 119.35 374.9

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	4	ABC	**400**-1	383	(400-1)	D	**400**-1¼	383	(400-1¼)
	22	AB	**540**-1	525	(600-1)	C	**540**-1½	525	(600-1½)
		D	**540**-1¾	525	(600-1¾)				
CIRCLING		AB	**560**-1	541	(600-1)	C	**560**-1½	541	(600-1½)
		D	**580**-2	561	(600-2)				

When Cherry Point MCAS control zone not in effect: 1. Procedure not authorized. 2. Alternate minimums not authorize

---

NEW RIVER MCAS (KNCA),

(MC CUTCHEON FLD) NC (Jacksonville) (08325 USN)

RADAR - (U) 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875 **ELEV 26**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	1[1]	3.0°/45/877	ABCD	124-¼	100	(100-¼)
	5[1]	3.0°/35/646	ABCD	126-¼	100	(100-¼)
	19	3.0°/41/750	ABCD	123-½	100	(100-½)
	23	3.0°/36/655	ABCD	125-½	100	(100-½)
PAR W/O GS	5[2]		ABCD	400-1	374	(400-1)
	1[2]		ABCD	400-1	376	(400-1)
	23		ABCD	420-1¼	395	(400-1¼)
	19		ABCD	420-1¼	397	(400-1¼)
ASR	5[3]		ABC	380-¾	354	(400-¾)
			D	380-1	354	(400-1)
	23		AB	440-1	415	(500-1)
			CD	440-1¼	415	(500-1¼)
	19		AB	440-1	417	(500-1)
			CD	440-1¼	417	(500-1¼)
CIR ASR	All Rwy		AB	500-1	474	(500-1)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)
CIR PAR W/O GS	All Rwy		AB	500-1¼	474	(500-1¼)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)

[1]When ALS inop, increase vis to ½ mile. [2]When ALS inop, increase vis CAT ABCD to 1¼ miles.
[3]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

SIMMONS AAF (KFBG), NC (Fort Bragg) (08353 USA) ELEV 244

RADAR[1] - (E) 120.8 124.2 257.65 284.675

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	27	3.0°/36/628	ABC	**428-½**	200	(200-½)
			D	NA	NA	NA

[1]Opr 1200-0400Z++ Mon-Fri, clsd hol. No-NOTAM preventive maint 1800-1900Z++ Fri.

WILMINGTON, NC Amdt. 6C, NOV 20, 2008 (FAA) ELEV 32

WILMINGTON INTL

RADAR- 118.25 135.75 284.65 346.35

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17		ABC	**460**-1¼	428	(500-1¼)	D	**460**-1½	428	(500-1½)
	24		ABC	**460**-1¼	433	(500-1¼)	D	**460**-1½	433	(500-1½)
			ABC	**480**-1¼	451	(500-1¼)	D	**480**-1½	451	(500-1½)
	35		AB	**540**/40	509	(600-¾)	CD	**540**/50	509	(600-1)
CIRCLING			AB	**540**-1¼	508	(600-1¼)	C	**540**-1½	508	(600-1½)
			D	**640**-2	608	(700-2)				

When control tower closed procedure not authorized.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AIKEN, SC

AIKEN MUNI (AIK)
AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 200-1¼ or std. w/ min. climb of 220' per NM to 800, or alternatively, with std. takeoff min. and a normal 200' NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 186° to 1100 before turning west.

NOTE: **Rwy 1**, terrain 74' from departure end of runway, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from departure end of runway, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from departure end of runway, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from departure end of runway, 246' right of centerline up to 496' MSL. Numerous trees beginning 1322' from departure end of runway, 241' right of centerline, up to 100' AGL/609' MSL. **Rwy 7,** terrain beginning 51' from departure end of runway, 207' right of centerline up to 499' MSL. Numerous trees beginning 1230' from departure end of runway, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1601' from departure end of runway, 731' left of centerline, up to 56' AGL/563' MSL.

AIKEN MUNI (CON'T)

Rwy 19, numerous trees beginning at departure end of runway, 110' right of centerline, up to 100' AGL/629' MSL. numerous trees beginning 6' from departure end of runway, 82' left of centerline, up to 100' AGL/639' MSL. **Rwy 25,** tree 1244' from departure end of runway, 766' right of centerline, 73' AGL/572' MSL. Tree 1506' from departure end of runway, 661' left of centerline, 72' AGL/561' MSL.

ALBEMARLE, NC

STANLY COUNTY (VUJ)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4L,22R,** NA-VFR runway. **Rwy 4R,** 300-1½ or std. w/ min. climb of 297' per NM to 1000.

NOTE: **Rwy 4R,** trees 1.25 NM from DER, 2078' left of centerline, 100' AGL/859' MSL. Powerlines 1.1 NM from DER left to right of centerline 78' AGL/799' MSL. **Rwy 22L,** multiple trees beginning 196' from DER, 249' right of centerline, 100' AGL/709' MSL. Multiple trees beginning 847' from DER, 648' left of centerline, 100' AGL/699' MSL.

ANDERSON, SC

ANDERSON RGNL

NOTES: **Rwy 5,** multiple trees beginning 1282' from departure end of runway, 172' right of centerline, up to 93' AGL/879' MSL. Multiple trees beginning 85' from departure end of runway, 299' left of centerline, up to 89'AGL/878' MSL. **Rwy 17,** multiple trees beginning 1017' from departure end of runway, 25' right of centerline, up to 73' AGL/800' MSL. Multiple trees beginning 3' from departure end of runway, 47' left of centerline, up to 77' AGL/820' MSL. **Rwy 23,** transmission line tower and multiple trees beginning 1186' from departure end of runway, 552' left of centerline, up to 100' AGL/890' MSL. **Rwy 35,** multiple trees beginning 131' from departure end of runway, 279' right of centerline, up to 87' AGL/854' MSL. Ceilometer and tree beginning 257' from departure end of runway, 319' left of centerline, up to 73' AGL/820' MSL.

ANDREWS, NC

WESTERN CAROLINA RGNL

TAKE-OFF MINIMUMS: **Rwys 8, 26,** max. 180 KIAS 3400-2, max. 210 KIAS 3400-2½, max. 250 KIAS 3400-3.

DEPARTURE PROCEDURE: **Rwys 8, 26,** procedure NA at night. Remain within 3 NM of Andrews-Murphy Airport while climbing in visual conditions to cross airport westbound at or above 4900. Then climb to 7000 via heading 251° and HARRIS (HRS) VORTAC R-356 to HRS VORTAC before proceeding on course.

ANDREWS, SC

ROBERT F. SWINNE

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 400-1.

DEPARTURE PROCEDURE: **Rwy s18, 36,** climb runway heading to 500 before turning left.

NOTE: **Rwy 18,** tower 165' from departure end of runway, 500' right of centerline, 118' AGL/145' MSL. Tree 630' from departure end of runway, 350' left of centerline, 87' AGL/114' MSL. Water tank 340' from departure end of runway, 1040' right of centerline, 129' AGL/156' MSL. **Rwy 36,** tree 60' from departure end of runway, 500' left of centerline, 67' AGL/85'MSL. Tree 10' from departure end of runway, 210' right of centerline, 55' AGL/73' MSL. Tree 10' from departure end of runway, 190' left of centerline, 32' AGL/50' MSL. Tree 720' from departure end of runway, 265' right of centerline, 34' AGL/61' MSL.

ASHEBORO, NC

ASHEBORO RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** std. with a min. climb of 230' per NM to 1200. **Rwy 21,** 400-2 or std. with a min. climb of 340' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 1500 before turning southeast.

ASHEVILLE, NC

ASHEVILLE RGNL (AVL)

AMDT 8 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. with a min. climb of 360' per NM to 6100, or 3300-3 for climb in visual conditions. **Rwy 34,** std. with a min. climb of 380' per NM to 5700, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb direct BRA NDB, climb in holding pattern; hold South, right turns, 344° inbound to cross BRA NDBat or above 6100 before proceeding on course or for climb in visual conditions: cross Asheville Rgnl Airport southbound at or above 5300 MSL direct BRA NDB before proceeding on course. NOTE: climb in visual NA at night. **Rwy 34,** climb direct KEANS (IM) LOM, climb in holding pattern; hold North, left turns, 164° inbound to cross KEANS LOM at or above 7000 before proceeding on course or for climb in visual conditions; cross Asheville Rgnl Airport northbound at or above 5300 MSL direct KEANS LOM before proceeding on course. Note: climb in visual NA at night.

NOTE: **Rwy 16,** tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL. **Rwy 34,** tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL.Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSL.

BARNWELL, SC

BARNWELL RGNL

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2½ or std. w/ min. climb of 241' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 165° to 1100 before turning. **Rwy 23,** climb heading 230° to 1100 before turning south.

NOTE: **Rwy 5,** trees beginning 1959' from departure end of runway, 506' right of centerline, up to 100' AGL/329' MSL. Trees beginning 2458' from departure end of runway, 440' left of centerline, up to 100' AGL/359' MSL. **Rwy 17,** trees beginning 3225' from departure end of runway, 1092' right of centerline, up to 100'AGL/339' MSL. Tower 1.9 NM from departure end of runway, 3064' left of centerline, 366' AGL/544' MSL. **Rwy 23,** trees beginning 717' from departure end of runway, 237' right of centerline, up to 100' AGL/339' MSL. Trees beginning 971' from departure end of runway, 254' left of centerline, 100' AGL/349' MSL. Tree 2933' from departure end of runway, 559' left of centerline, 100' AGL/319' MSL. **Rwy 35,** trees beginning 948' from departure end of runway, 570' left of centerline, up to 100' AGL/349' MSL. Trees beginning 2805' from departure end of runway, 440' right of centerline, up to 100' AGL/ 359' MSL.

BEAUFORT, NC

MICHAEL J. SMITH FIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 500' per NM to 500.

NOTE: **Rwy 21,** tower 2831' from departure end of runway, 926' left of centerline, 162' AGL/172' MSL.

BEAUFORT, SC

BEAUFORT COUNTY

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 1700 before turning right. **Rwy 25,** climb runway heading to 300 before turning right.

NOTE: **Rwy 25,** tree 1100' from departure end of runway, 70' left of centerline, 40' AGL/50' MSL. Powerline 1000' from departure end of runway, on centerline, 30' AGL/35' MSL.

BENNETTSVILLE, SC

MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

ORIG 09155 (FAA)

NOTE: **Rwy 6,** trees beginning 383' from DER, 425' left of centerline, up to 100' AGL/249' MSL. Trees beginning 667' from DER, 420' right of centerline, up to 100' AGL/249' MSL. **Rwy 24,** trees beginning 653' from DER, 570' left of centerline, upt o 100' AGL/239' MSL. Trees beginning 866' from DER, 422' right of centerline, up to 100' AGL/239' MSL.

BOGUE MCALF (KNJM)

SWANSBORO, NC 07270

TAKE-OFF OBSTACLES: **Rwy 05**, Trees, 82' MSL (60' AGL) 1253' from DER, 257' left of centerline. **Rwy 23**, Trees, 90' MSL (70' AGL), 540' from DER, 439' right of centerline. Trees, 90' MSL (70' AGL), 540' from DER, 439' right of centerline. Trees, 90' MSL (70' AGL), 608' from DER, 54' right of centerline.

BURLINGTON, NC

BURLINGTON-ALAMANCE RGNL

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 1200 before turning left.

CAMDEN, SC

WOODWARD FIELD

TAKE-OFF MINIMUMS: **Rwy 6,** 200-1¼ or std. w/ min. climb of 362' per NM to 700.

NOTE: **Rwy 6,** light 184' from departure end of runway, 500' right of centerline, 27' AGL/316' MSL. Trees beginning 867' from departure end of runway, 113' right of centerline, up to 83' AGL/373' MSL. Trees beginning 736' from departure end of runway, 256' left of centerline, up to 100' AGL/419' MSL. Water tank 5407' from departure end of runway, 1852' left of centerline, 168' AGL/487' MSL. **Rwy 14,** trees and terrain beginning 90' from departure end of runway, 68' left of centerline, up to 100' AGL/409' MSL. Trees and terrain beginning 159' from departure end of runway, 148' right of centerline, up to 100' AGL/399' MSL. **Rwy 24,** trees beginning 137' from departure end of runway, 413' right of centerline, up to 100' AGL/338' MSL. Trees beginning 234' from departure end of runway, 389' left of centerline, up to 100' AGL/347' MSL. **Rwy 32,** trees beginning 3059' from departure end of runway, 455' right of centerline, up to 100' AGL/449' MSL. Tree 5066' from departure end of runway, 858' left of centerline, 100' AGL/429' MSL.

CHAPEL HILL, NC

HORACE WILLIAMS

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 1400 before turning southwest. **Rwy 27,** climb heading 270° to 2400 before turning south.

NOTE: **Rwy 9,** trees 1084' from departure end of runway, 250' left of centerline, 82' AGL/551' MSL. Trees 785' from departure end of runway, 401' right of centerline, 56' AGL/520' MSL. **Rwy 27,** trees 200' from departure end of runway, 240' left of centerline, 43' AGL/542' MSL.

CHARLESTON, SC

CHARLESTON AFB/INTL (CHS)

AMDT 6 08045 (FAA)

NOTE: **Rwy 3,** multiple trees beginning 1157' from departure end of runway, 184' left of centerline, up to 77' AGL/111' MSL. Electrical equipment, microwave tower, and multiple trees beginning 102' from departure end of runway, 58' right of centerline, up to 104' AGL/136' MSL. **Rwy 15,** multiple trees beginning 213' from departure end of runway, 413' left of centerline, up to 93' AGL/107' MSL. Multiple trees beginning 200' from departure end of runway, 378' right of centerline, up to 42' AGL/66' MSL. **Rwy 21,** multiple trees beginning 42' from departure end of runway, 142' left of centerline, up to 92' AGL/111' MSL. Multiple trees beginning 1057' from departure end of runway, 199' right of centerline, up to 95' AGL/114' MSL. **Rwy 33,** trees 1797' from departure end of runway, 953' right of centerline, 84' AGL/128' MSL.

CHARLESTON EXECUTIVE

DEPARTURE PROCEDURE: **Rwy 22,** climb to 700 before turning west.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL (CLT)

AMDT 5 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 055° to 1700 before turning right. **Rwy 36C,** climb heading 003°to 1400 before turning left. **Rwy 36L,** climb heading 003° to 1800 58before turning left.

NOTE: **Rwy 5,** trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL. **Rwy 18L,** tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL. Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL. **Rwy 18C,** trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL. **Rwy 23,** trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL. Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL. **Rwy 36C,** trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL. Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL. **Rwy 36R,** pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL. Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

CHERAW, SC

CHERAW MUNI/LYNCH BELLINGER FIELD

NOTE: **Rwy 8,** multiple trees 465' from departure end of runway, 176' right of centerline, up to 100' AGL/279' MSL. Power lines 845' from departure end of runway, 501' left of centerline, 65' AGL/243' MSL. Multiple trees 2407' from departure end of runway, 11' left of centerline, up to 100' AGL/279' MSL. **Rwy 26,** trees 1089' from departure end of runway, 213' left of centerline, up to 100' AGL/389' MSL. Trees 1467' from departure end of runway, 63' right of centerline, up to 100' AGL/379' MSL. Power lines 2066' from departure end of runway, 186' right of centerline, 65' AGL/243' MSL.

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

CHERRY POINT, NC 08073

Rwy 5R, 14L, 23R, 32L: Diverse departures not authorized.

TAKE-OFF OBSTACLES: **Rwy 5L**: Tree, 2765' from DER, 985' left of centerline, 91' MSL; Tree, 2414' from DER, 974' left of centerline, 87' MSL; Tree, 1470' from DER, 838' left of centerline, 85' MSL; Tree, 686' from DER, 678' left of centerline, 62' MSL; Tree, 1074' from DER, 497' left of centerline, 54' MSL; Tree, 780' from DER, 566' left of centerline, 50' MSL. **Rwy 14R**: Tree, 960' from DER, 727' left of centerline, 47' MSL.

CHESTER, SC

CHESTER CATAWBA RGNL (DCM)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 383' from departure end of runway, 180' left of centerline up to 100' AGL/719' MSL. **Rwy 17,** trees beginning 54' from departure end of runway, 289' left of centerline up to 100' AGL/739' MSL. Trees beginning 164' from departure end of runway, 291' right of centerline up to 100' AGL/739' MSL. **Rwy 23,** trees beginning 163' from departure end of runway, 379' right of centerline up to 100' AGL/729' MSL. Trees beginning 3229' from departure end of runway, 726' left of centerline up to 100' AGL/779' MSL. **Rwy 35,** vehicle on road 761' from departure end of runway, 684' left of centerline up to 15' AGL/734' MSL. Trees beginning 321' from departure end of runway, 684' right of centerline up to 100' AGL/761' MSL.

CLEMSON, SC

OCONEE COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 25,** climb heading 252° to 1900 before turning right.

NOTE: **Rwy 7,** multiple trees beginning 25' from departure end of runway, 185' right of centerline, up to 100' AGL/923' MSL. Multiple trees beginning 35' from departure end of runway, 184' left of centerline, up to 100' AGL/912' MSL. **Rwy 25,** multiple trees and poles beginning 109' from departure end of runway, 2' right of centerline, up to 100' AGL/960' MSL. Multiple trees and poles beginning 123' from departure end of runway, 8' left of centerline, up to 100' AGL/973' MSL.

CLINTON, NC

SAMPSON COUNTY (CTZ)

AMDT 1 09267 (FAA)

NOTE: **Rwy 6,** trees beginning 9' from DER , 404' right of centerline, up to 65' AGL/215' MSL. Trees beginning 384' from DER, left and right of centerline, up to 125' AGL/245' MSL. **Rwy 24,** trees beginning 13' from DER, left and right of centerline, up to 100' AGL/219' MSL.

COLUMBIA, SC

COLUMBIA METROPOLITAN (CAE)

AMDT 1 09239 (FAA)

NOTE: **Rwy 5,** trees beginning 127' from DER, 128' left of centerline, up to 97' AGL/286' MSL. Trees beginning 420' from DER, 21' right of centerline, up to 74' AGL/283' MSL. **Rwy 11,** trees beginning 1896' from DER, 621' left of centerline, up to 48' AGL/277' MSL. Light pole and trees beginning 1043' from DER, 723' right of centerline, up to 69' AGL/268' MSL. **Rwy 23,** trees 3573' from DER, 1191' right of centerline, up to 60' AGL/329' MSL. **Rwy 29,** trees beginning 567' from DER, 535' left of centerline, up to 87' AGL/286' MSL. Trees beginning 1045' from DER, 526' right of centerline, up to 63' AGL/332' MSL.

JIM HAMILTON L.B. OWENS (CUB)

AMDT 3 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 600-2½ or std. with min. climb of 345' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 311° to 1500 before turning Northbound.

NOTE: **Rwy 13,** trains beginning at DER, 138' right of centerline, up to 23' AGL/202' MSL. Trees beginning 3' from DER, 88' right of centerline, up to 106' AGL/255' MSL. Trees beginning 131' from DER, 84' left of centerline, up to 97' AGL/256' MSL. **Rwy 31,** trains beginning at DER, 437' left of centerline, up to 23' AGL/222' MSL. Buildings beginning 632' from DER, 260' right of centerline, up to 372' AGL/681' MSL. Buildings beginning 1050' from DER, 20' left of centerline, up to 50' AGL/252' MSL. Tower 2.1 NM from DER, 3510' right of centerline, 422' AGL/747' MSL.

CONCORD, NC

CONCORD RGNL (JQF)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 210' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway. **Rwy 20,** 200-1¾ or std. w/ min. climb of 204' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 2200 before proceeding on course. **Rwy 20,** climbing right turn heading 290° to intercept CLT VOR/DME R-039 outbound to 2000 before proceeding on course.

NOTE: **Rwy 2,** multiple poles and trees beginning 2444' from departure end of runway, 6' left of centerline, up to 43' AGL/792' MSL. Multiple poles and trees beginning 2104' from departure end of runway, 242' right of centerline, up to 27' AGL/786' MSL. Powerline 1.3 NM from departure end of runway, 2049' left of centerline, 164' AGL/908' MSL. **Rwy 20,** multiple street lights beginning 3047' from departure end of runway, 196' right of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from departure end of runway, 1581' right of centerline, up to 100' AGL/849' MSL.

CONWAY, SC

CONWAY-HORRY COUNTY

NOTE: **Rwy 4,** multiple trees 2307' from departure end of runway, 193' left of centerline, up to 100' AGL/134' MSL. **Rwy 22,** multiple trees 963' from departure end of runway, 97' right of centerline, up to 40' AGL/75' MSL.

CURRITUCK, NC

CURRITUCK COUNTY RGNL (ONX)
AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 045° to 1300 before proceeding on course. **Rwy 23,** climb heading 240° to 4000 before turning southbound.

NOTE: **Rwy 5,** trees beginning 41' from DER, 166' left of centerline, up to 100' AGL/122' MSL. Tree 4058' from DER, 388' right of centerline, 100' AGL/124' MSL. **Rwy 23,** trees beginning 60' from DER, 384' left of centerline, up to 100' AGL/115' MSL. Trees beginning 201' from DER, 427' right of centerline, up to 100' AGL/121' MSL.

DARLINGTON, SC

DARLINGTON COUNTY JETPORT

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 343° to 900' before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 11' from departure end of runway, 241' left of centerline, up to 97' AGL/246' MSL. Multiple trees beginning 72' from departure end of runway, 29' right of centerline, up to 97' AGL/236' MSL. **Rwy 10,** multiple trees beginning 20' from departure end of runway, 358' left of centerline, up to 74' AGL/243' MSL. Multiple trees beginning 1526' from departure end of runway, 46' right of centerline, up to 100' AGL/289' MSL. **Rwy 16,** multiple trees beginning 70' from departure end of runway, 258' right of centerline, up to 113' AGL/292' MSL. Tree 1295' from departure end of runway, 135' left of centerline, 70' AGL/256' MSL. **Rwy 23,** antenna 18' from departure end of runway, 263' left of centerline, 9' AGL/194' MSL. Trees beginning 241' from departure end of runway, 394' left of centerline, up to 70' AGL/249' MSL. Tree 732' from departure end of runway, 427' right of centerline, 33' AGL/212' MSL. **Rwy 28,** multiple trees beginning 405' from departure end of runway, 214' left of centerline, up to 100' AGL/299' MSL. Tree 2840' from departure end of runway, 46' right of centerline, 100' AGL/309' MSL. **Rwy 34,** tree 2008' from departure end of runway, 273' right of centerline, 87' AGL/277' MSL.

DILLON, SC

DILLON COUNTY

DEPARTURE PROCEDURE: **Rwys 7,25,** climb to 2200 on runway heading before turning south.

EDENTON, NC

NORTHEASTERN RGNL (EDE)
ORIG 09211 (FAA)

NOTE: **Rwy 1,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL. **Rwy 19,** poles beginning 1038' from DER, 567' left of centerline, 37' AGL/47' MSL. Trees beginning 1258' from DER, left and right of centerline, up to 100' AGL/114' MSL.

ELIZABETH CITY, NC

ELIZABETH CITY COAST GUARD AIR STATION/RGNL

NOTE: When tethered balloon located approximately 2 NM southeast of airport is flying: **Rwys 1,10,** climb runway heading to 4000 before turning south. **Rwy 19,** climb to 4000 via ECG R-160 before turning east. **Rwy 28,** climb runway heading to 4000 before turning east.

ELIZABETHTOWN, NC

CURTIS L BROWN JR FIELD (EYF)
ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 2100 before turning left. **Rwy 33,** climb heading 332° to 1100 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 368' from DER, left and right of centerline, up to 100' AGL/214' MSL. **Rwy 33,** vehicle on road 177' from DER, 543' right of centerline, 15' AGL/144' MSL. Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.

ELKIN, NC

ELKIN MUNI

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 270' per NM to1300. **Rwy 25,** 300-1 or std. with a min. climb of 290' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 7, 25,** climb to 3900 before turning north.

ERWIN, NC

HARNETT RGNL JETPORT

NOTE: **Rwy 5,** multiple trees beginning 1529' from departure end of runway 16' left of centerline, up to 96' AGL/297' MSL. Multiple trees beginning 2775' from departure end of runway, 111' right of centerline, up to 76' AGL/282' MSL. Multiple poles beginning 303' from departure end of runway, 445' left of centerline, up to 17' AGL/239' MSL. Pole beginning 671' from departure end of runway, 610' right of centerline, up to 38' AGL/239' MSL.

NOTE: **Rwy 23,** trees beginning 94' from departure end of runway, 206' right of centerline, up to 64' AGL/252' MSL. Trees beginning 5' from departure end of runway, 296' right of centerline, up to 59' AGL/247' MSL.

FAYETTEVILLE, NC

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

ORIG 08213 (FAA)

NOTE: **Rwy 4,** trees beginning 154' from departure end of runway, 117' right of centerline, up to 79' AGL/189' MSL. Trees beginning 344' from departure end of runway, 240' left of centerline, up to 63' AGL/173' MSL. **Rwy 10,** trees beginning 182' from departure end of runway, 295' right of centerline, up to 43' AGL/223' MSL. Trees beginning 451' from departure end of runway, 383' left of centerline, up to 62' AGL/242' MSL. **Rwy 22,** vehicle on road 98' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 1059' from departure end of runway, 551' right of centerline, up to 94' AGL/264' MSL.

FLORENCE, SC

FLORENCE RGNL (FLO)

AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb on heading 021° to 1200 prior to turning left.

NOTE: **Rwy 1,** trees beginning 1929' from DER, 29' left of centerline up to 81' AGL/224' MSL. Trees beginning 1786' from DER, 239' right of centerline up to 89' AGL/232' MSL. Poles beginning 1628' from DER, 160' left and right of centerline up to 45' AGL/188' MSL. Antenna 341' from DER, 487' left of centerline up to 47' AGL/190' MSL. Floodlight 3262' from DER, 806' left of centerline up to 103' AGL/246' MSL. Floodlight 1498' from DER, 313' left of centerline up to 39' AGL/182' MSL. **Rwy 9,** trees beginning 3016' from DER, 635' left of centerline up to 91' AGL/212' MSL. Trees beginning 121' from DER, 14' right of centerline up to 97' AGL/218' MSL. Bushes beginning 32' from DER, 289' right of centerline up to 17' AGL/138' MSL. **Rwy 19,** trees beginning 174' from DER, 273' left of centerline up to 54' AGL/166' MSL. Trees beginning 811' from DER, 23' right of centerline up 69' AGL/181' MSL. Bushes beginning 20' from DER, 338' right of centerline up to 12' AGL/125' MSL. **Rwy 27,** trees beginning 102' from DER, 389' left of centerline up to 30' AGL/159' MSL.

FRANKLIN, NC

MACON COUNTY (1A5)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** Procedure NA at night. 5700-3, for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions remain within 3 NM of Macon County airport to cross airport south bound at or above 7600 via ODF R-349 to ODF VORTAC.

NOTE: **Rwy 7,** trees 599' from DER, 124' left of centerline, up to 38' AGL/2037' MSL. Vehicle on road 964' from DER, 720' left of centerline, 15' AGL/2054' MSL. Trees 1666' from DER, 620' right of centerline, up to 100' AGL/2179' MSL. Trees beginning 3090' from DER, 1270' left of and to centerline, up to 100' AGL/3139' MSL. Trees beginning 5665' from DER, 337' right of and to centerline, up to 100' AGL/2699' MSL. **Rwy 25,** vehicle on road 63' from DER, 318' left of centerline, 15' AGL/2054' MSL. Terrain 1000' from DER, on centerline, 2061' MSL. Trees beginning 1737' from DER, 848' left of and to centerline, up to 100' AGL/3519' MSL. Trees beginning 2460' from DER, 440' right of and to centerline, up to 100' AGL/3059' MSL.

GASTONIA, NC

GASTONIA MUNI (AKH)

AMDT 4 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 049° to 2600 before proceeding West or North. **Rwy 21,** climb heading 214° to 1500 before proceeding North.

NOTE: **Rwy 3,** multiple trees beginning 1200' from departure end of runway, 433' left of centerline, up to 80' AGL/859' MSL. Multiple trees beginning 162' from departure end of runway, 371' right of centerline, up to 136' AGL/885' MSL. **Rwy 21,** antenna and multiple trees beginning 269' from departure end of runway, 210' left of centerline, up to 101' AGL/880' MSL. Multiple trees beginning 252' from departure end of runway, 264' right of centerline, up to 136' AGL/885' MSL.

GEORGETOWN, SC

GEORGETOWN COUNTY

DEPARTURE PROCEDURE: **Rwys 5, 23, 29, 34,** climb runway heading to 500 before turning.

GOLDSBORO, NC

GOLDSBORO-WAYNE MUNI

NOTE: **Rwy 5,** tree 445' from departure end of runway, 498' right of centerline, 23' AGL/158' MSL. **Rwy 23,** tree 158' from departure end of runway, 311' right of centerline, 11' AGL/143' MSL. Tree 1788' from departure end of runway, 281' right of centerline, 52' AGL/184' MSL. Tree 2770' from departure end of runway, 354' right of centerline, 111' AGL/239' MSL.

GREENSBORO, NC

PIEDMONT TRIAD INTL (GSO)
AMDT 1 09295 (FAA)

NOTE: **Rwy 5L,** trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL. **Rwy 5R,** terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL. Trees beginning 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL. **Rwy 14,** pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL. **Rwy 23L,** trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL. **Rwy 23R,** trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL. Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL. **Rwy 32,** trees beginning 1' from DER, 289' right of centerline up to 90' AGL/1019' MSL.

GREENVILLE, NC

PITT-GREENVILLE

TAKE-OFF MINIMUMS: **Rwy 15,** 300-1 ½ or std. with a min. climb of 220' per NM to 300. **Rwy 20,** 200-1 or std. with a min. climb of 425' per NM to 300.

NOTE: **Rwy 2,** tree 1633' from departure end of runway, 741' right of centerline, -/115' MSL. Tree 3303' from departure end of runway, 575' left of centerline, -/123' MSL. **Rwy 8,** tree 181' from departure end of runway, 517' left of centerline, -/108' MSL. Tree 3434' from departure end of runway, 724' right of centerline, -/134' MSL. **Rwy 15,** tower 1.2 NM from departure end of runway,1808' right of centerline, 191' AGL/231' MSL. Rod 1744' from departure end of runway, 966' left of centerline, -/86' MSL. **Rwy 20,** tree 2834' from departure end of runway, 986' left of centerline, -/171' MSL. Antenna 4857' from departure end of runway, 1798' right of centerline, -/165' MSL. **Rwy 26,** tree 1026' from departure end of runway, 546' left of centerline, -/108' MSL. Tree 261' from departure end of runway, 512' right of centerline, -/81' MSL. **Rwy 33,** tree 199' from departure end of runway, 372' left of centerline, -/92' MSL. Tree 489' from departure end of runway, 473' right of centerline, -/91' MSL.

GREENVILLE, SC

DONALDSON CENTER

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 220' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 5,** antenna on obstruction light tower 1.7 NM from departure end of runway, 2183' left of centerline, 250' AGL/1167' MSL. Multiple trees beginning 1103' from departure end of runway, 151' right of centerline, up to 50' AGL/985' MSL. **Rwy 23,** stack 2761' from departure end of runway, 1152' left of centerline, 100' AGL/1026' MSL. Multiple trees beginning 2339' from departure end of runway, 231' right of centerline, up to 90' AGL/1001' MSL. Multiple trees beginning 2419' from departure end of runway, 52' left of centerline, up to 95' AGL/1020' MSL.

GREENVILLE, SC (CON'T)

GREENVILLE DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 10,** 400-2¼ or std. with a min. climb of 250' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 2400 before turning left. **Rwy 28,** climb heading 276° to 1900 before turning right.

NOTE: **Rwy 1,** numerous trees 200' from departure end of runway, 400' right of centerline, 20' AGL/1087' MSL. Numerous trees 400' from departure end of runway, 575' left of centerline, 80' AGL/1123' MSL. Pole 860' from departure end of runway, 500' right of centerline, 30' AGL/1106' MSL. Numerous trees 1100' from departure end of runway, 750' right of centerline, 63' AGL/1179' MSL. Tree 1487' from departure end of runway, 657' right of centerline, 51' AGL/1157' MSL. **Rwy 10,** tree 31' from departure end of runway, 190' right of centerline, 36' AGL/1031' MSL. Tree 43' from departure end of runway, 370' right of centerline, 59' AGL/1050' MSL. Tree 429' from departure end of runway, 150' left of centerline, 45' AGL/1030' MSL. Tree 691' from departure end of runway, 390' left of centerline, 60' AGL/1051' MSL. Antenna 5221' from departure end of runway, 843' left of centerline, 152' AGL/1173' MSL. Building on hill 1.86 NM from departure end of runway, 500' right of centerline, 186' AGL/1374' MSL. **Rwy 19,** pole 432' from departure end of runway, 500' left of centerline, 25' AGL/1003' MSL. Tree 2905' from departure end of runway, 900' right of centerline, 66' AGL/1070' MSL. Tower 9.55 NM from departure end of runway, 4.2 NM left of centerline, 798' AGL/1849' MSL. **Rwy 28,** tree 364' from departure end of runway, 248' left of centerline, 46' AGL/1014' MSL. Tree 1042' from departure end of runway, 233' right of centerline, 88' AGL/1040' MSL. Stack 2846' from departure end of runway, 482' left of centerline, 69' AGL/1064' MSL. Building 1.93 NM from departure end of runway, 2045' right of centerline, 314' AGL/1315' MSL.

GREENWOOD, SC

GREENWOOD COUNTY (GRD)
ORIG 08017 (FAA)

NOTE: **Rwy 9,** tree 1859' from departure end of runway, 990' left of centerline, 100' AGL/719' MSL.

GREER, SC

GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN

DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 038° to 2800 before turning left.

NOTE: **Rwy 4,** tree 1454' from departure end of runway, 146' left of centerline, 78' AGL/1023' MSL.

HARTSVILLE, SC

HARTSVILLE REGIONAL (HSV)
ORIG 08045 (FAA)

NOTE: **Rwy 3,** trees beginning 2478' from departure end of runway, 684' right of centerline, up to 100' AGL/489' MSL. trees beginning 405' from departure end of runway, 363' left of centerline, up to 100' AGL/479' MSL. Road and vehicle 59' from departure end of runway, 418' right of centerline, up to 15' AGL/374' MSL. **Rwy 21,** trees beginning 128' from departure end of runway, 255' right of centerline, up to 100' AGL/439' MSL. Trees beginning 216' from departure end of runway, 325' left of centerline, up to 100' AGL/429' MSL. Road and vehicle 11' from departure end of runway, 335' right of centerline, up to 15' AGL/364' MSL.

HATTERAS, NC

BILLY MITCHELL (HSE)
ORIG 09267 (FAA)

NOTE: **Rwy 7,** trees beginning 388' from DER, left of centerline, up to 100' AGL/169' MSL. **Rwy 25,** trees 512' from DER, 103' right of centerline, 100' AGL/110' MSL. Boat mast 2107' from DER, 664' left of centerline, 100' AGL/100' MSL.

HICKORY, NC

HICKORY RGNL

TAKE-OFF MINIMUMS: **Rwys 19, 24,** std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: Use HICKORY ONE DEPARTURE.

NOTE: **Rwy 1,** tree 50' from departure end of runway, 382' right of centerline, 79' AGL/1228' MSL. **Rwy 19,** tree 1253' from departure end of runway, 661' right of centerline, 92' AGL/1211' MSL. **Rwy 24,** tree 315' from departure end of runway, 584' left of centerline, 99' AGL/1218' MSL.

HILTON HEAD ISLAND, SC

HILTON HEAD

NOTE: **Rwy 3,** numerous trees 328' from departure end of runway, 428' left of departure end of runway, 86' AGL/106' MSL. Numerous trees 319' from departure end of runway, 390' right of departure end of runway, 83' AGL/97' MSL. **Rwy 21,** numerous trees 39' from departure end of runway, 357' right of departure end of runway, 94' AGL/111' MSL. Numerous trees 368' from departure end of runway, 332' left of departure end of runway, 73' AGL/87' MSL. Numerous trees 1421' from departure end of runway, 221' right of departure end of runway, 74' AGL/91' MSL. Numerous trees 1207' from departure end of runway, 329' left of departure end of runway, 85' AGL/99' MSL.

JACKSONVILLE, NC

ALBERT J. ELLIS

DEPARTURE PROCEDURE: **Rwy 23,** climb on runway heading to 500 before turning right.

JEFFERSON, NC

ASHE COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 1900-3.

DEPARTURE PROCEDURE: **Rwys 10, 28,** climb visually over the airport to 5000 before proceeding on course.

KENANSVILLE, NC

DUPLIN COUNTY (DPL)
ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 30' from departure end of runway, 156' right of centerline, up to 100' AGL/238' MSL. Trees beginning 1915' from departure end of runway, 126' left of centerline, up to 100' AGL/231' MSL. Vehicles on road 641' from departure end of runway, left and right of centerline, up to 17' AGL/156' MSL. **Rwy 23,** trees beginning 12' from departure end of runway, 329' left of centerline, up to 100' AGL/218' MSL. Trees beginning 16' from departure end of runway, 59' right of centerline, up to 100' AGL/225' MSL.

KINGSTREE, SC

WILLIAMSBURG RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 200-1 or std. w/ min. climb of 353' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading132° to 800 before turning north.

NOTE: **Rwy 32,** multiple trees beginning 165' from departure end of runway, 360' right of centerline, up to 71' AGL/175' MSL.

KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 050° to 1800 before turning east.

NOTE: **Rwy 5,** multiple poles 1521' from departure end of runway, 237' right of centerline, up to 64' AGL/137' MSL. Pole 1625' from departure end of runway, 53' left of centerline, 52' AGL/128' MSL. Multiple trees 1873' from departure end of runway, 110' right of centerline, up to 73' AGL/173' MSL. **Rwy 23,** multiple trees 770' from departure end of runway, 598' left of centerline, up to 87' AGL/186' MSL, multiple trees 1092' from departure end of runway, 109' right of centerline, up to 49' AGL/148' MSL.

LAKE CITY, SC

LAKE CITY MUNI CJ EVANS FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2½ or std. w/ min. climb of 375' per NM to 700. **Rwy 19,** 300-1 or std. w/ min. climb of 404' per NM to 400.

NOTE: **Rwy 1,** tree 1474' from departure end of runway, 189' right of centerline, 62' AGL/143' MSL. Multiple towers beginning 1.6 NM from departure end of runway, 1285' left of centerline, up to 411' AGL/491' MSL. **Rwy 19,** tree 1428' from departure end of runway, 225' right of centerline, 53' AGL/134' MSL. Tank 4906' from departure end of runway, 1349' left of centerline, 180' AGL/254' MSL.

LANCASTER, SC

LANCASTER COUNTY- MCWHIRTER FIELD (LKR)
AMDT 1 09351 (FAA)

NOTE: **Rwy 6,** trees beginning 176' from DER, 394' left of centerline, up to 26' AGL/526' MSL. Vehicles on roadway 322' from DER, 401' right of centerline, up to 15' AGL/517' MSL. Trees beginning 4704' from DER, 1425' left of centerline, up to 80' AGL/630' MSL. **Rwy 24,** trees beginning 73' from DER, 492' left of centerline, up to 27' AGL/467' MSL.

LEXINGTON, NC

DAVIDSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 290' per NM to 900.

LIBERTY, NC

CAUSEY

TAKE-OFF MINIMUMS: **Rwys 2, 20,** 300-1.

DEPARTURE PROCEDURE: **Rwy 20,** for departures 245° CW 020°, climbing left turn direct LIB VORTAC, then proceed outbound via LIB R-256 to 3000 before proceeding on course.

LINCOLNTON, NC

LINCOLNTON-LINCOLN COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 3200 before turning right. **Rwy 23,** climb runway heading to 3200 before turning left. Departure procedure not required for aircraft with a min. climb of 300' per NM to 3200.

LUMBERTON, NC

LUMBERTON MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 400-1.

DEPARTURE PROCEDURE: **Rwy 31,** climb 270° heading to 600 before turning.

MANNING, SC

SANTEE COOPER RGNL (MNI)

ORIG 09043 (FAA)

NOTE: **Rwy 2,** trees beginning at departure end of runway, 480' right of centerline, up to 100' AGL/229' MSL. Trees beginning 16' from departure end of runway, 221' left of centerline, up to 100' AGL/209' MSL. Vehicle on road 85' from departure end of runway, 468' right of centerline, 15' AGL/117' MSL. **Rwy 20,** trees beginning 125' from departure end of runway, 289' right of centerline, up to 100' AGL/179' MSL. Trees beginning 86' from departure end of runway, 136' left of centerline, up to 100' AGL/189' MSL. Vehicle on road 250' from departure end of runway, on centerline, 15' AGL/110' MSL.

MANTEO, NC

DARE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwys 5, 17, 35,** 300-1.

MARION, SC

MARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1 or std. with a min. climb of 330' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 1000 before turning.

MAXTON, NC

LAURINBURG-MAXTON

NOTE: **Rwy 5,** road 606' from departure end of runway, on centerline, 15' AGL/224' MSL. Trees 1002' from departure end of runway, 474' left of centerline, 67' AGL/267' MSL. **Rwy 13,** aircraft 762' from departure end of runway, 762' left of centerline, 58' AGL/266' MSL. **Rwy 23,** tree 1011' from departure end of runway, 512' right of centerline, 30' AGL/246' MSL. **Rwy 31,** trees beginning 1014' from departure end of runway, 58' left of centerline, up to 54' AGL/271' MSL.

MC ENTIRE JNGB (MMT)

EASTOVER, SC. 08353

..... **Rwy 5***

..... **Rwy 23****

..... **Rwy 32*****

* Standard with CG of 310'/NM to 2700.

** Standard with CG of 210'/NM to 1100.

*** Standard with CG of 230'/NM to 2700.

DEPARTURE PROCEDURE: **Rwy 5,** For climb in visual conditions: Ceiling 1400'/, Visibility 2.0 SM, remain within 4.8 NM of KMMT airport, cross KMMT airport at or above 1500' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 23,** For climb in visual conditions: Ceiling 1300'/, Visibility 1.5 SM, remain within 4.2 NM of KMMT airport, cross KMMT airport at or above 1400' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 32,** Departing eastbound, complete turn within 4 NM to avoid R-6001, if unable, advise Control Tower prior to taxi. For climb in visual conditions: Ceiling 1600'/, Visibility 2.5 SM, remain within 5.5 NM of KMMT airport, cross KMMT airport at or above 1700' MSL before proceeding on course. Max airspeed 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 5:** Helicopter parked 134' from DER, 323' left of centerline, NDB 1573' from DER, 591' left of centerline. Multiple trees left of centerline beginning 2319' out to 2915' from DER, 338' to 875' left of centerline, 70' AGL/309' MSL up to 319' MSL. Multiple trees right of centerline beginning 2190' out to 3838' from DER, 257' to 767' right of centerline, from 70' to 110' AGL/309' MSL up to 379' MSL. **Rwy 14:** Multiple trees beginning from 2328' from DER, 942' right of centerline, 110' AGL/329' MSL. Multiple trees left of centerline beginning 2400' out to 3781' from DER, 682' to 1199' left of centerline, from 90' to 91' AGL/289' to 319' MSL. Aircraft 120' from DER, 400' right of centerline, 39' AGL/255' MSL. Pylon 2665' from DER 1713' right of centerline, 109' AGL/320' MSL. Pylon 3279' from DER 1554' left of centerline, 109' AGL/322' MSL. **Rwy 23:** Multiple trees right of centerline beginning from 2444' out to 4131' from DER, 45' to 1297' right of centerline, from 90' to 120' AGL/319' to 359' MSL. Aircraft 1921' from DER, 402' right of centerline, 39' AGL/288' MSL. Tower 2885' from DER 98' right of centerline, 120' AGL/370' MSL. Building 907' from DER 157' right of centerline 12' AGL/259' MSL. Wind Sensors 490' from DER, 531' left of centerline, 33' AGL/274' MSL. Power lines 2990' from DER, 1057' right of centerline, 35' AGL/294' MSL. Building 1356' from DER, 154' right of centerline, 18' AGL/266' MSL. **Rwy 32:** Multiple trees right of centerline beginning 3240' out to 3290' from DER, 499' to 998' right of centerline, up to 130' AGL/349' MSL. Multiple trees left of centerline beginning 684' out to 4871' from DER, 1' to 1651' left of centerline up to 130' AGL/329' to 379' MSL. Localizer array 1116' from DER, 2' left of centerline, up to 5' AGL/284' MSL. Windsock 103' from DER, 417' left of centerline, up to 23' AGL/293' MSL.

09351

MOCKSVILLE, NC

TWIN LAKES

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1

NOTE: **Rwy 9,** numerous trees beginning 35' from departure end of runway, 27' right of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 200' from departure end of runway, 164' left of centerline, up to 100' AGL/919' MSL. **Rwy 27,** numerous trees beginning 200' from departure end of runway, 78' right of centerline, up to 100' AGL/ 929' MSL. Numerous trees beginning 616' from departure end of runway, 77' left of centerline, up to 100' AGL/909' MSL.

MONCKS CORNER, SC

BERKELEY COUNTY (MKS)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 215' per NM to 400.

NOTE: **Rwy 5,** trees beginning 17' from departure end of runway, 102' right of centerline, up to 99' AGL/158' MSL. Terrain 30' from departure end of runway, 478' left of centerline, 79' MSL. Trees beginning 964' from departure end of runway, 66' left of centerline, up to 108' AGL/167' MSL. Poles beginning 467' from departure end of runway, 480' left of centerline, up to 24' AGL/103' MSL. Tower 1.4 NM from departure end of runway, 530' left of centerline, up to 228' AGL/292' MSL. **Rwy 23,** trees beginning abeam departure end of runway, 361' right of centerline, up to 100' AGL/199' MSL. Transmission poles beginning 1320' from departure end of runway, 249' right of centerline, up to 63' AGL/142' MSL. Terrain 21' from departure end of runway, 125' left of centerline, 76' MSL. Trees beginning 1141' from departure end of runway, 47' left of centerline, up to 84' AGL/163' MSL. Transmission pole 2503' from departure end of runway, 115' left of centerline, 62' AGL/141' MSL.

MONROE, NC

CHARLOTTE-MONROE EXECUTIVE

NOTES: **Rwy 5,** multiple trees beginning 57' from departure end of runway, 379' right of centerline, up to 80' AGL/759' MSL. Multiple trees beginning 2130' from departure end of runway, 998' left of centerline, up to 100' AGL/ 759' MSL. **Rwy 23,** tree 3637' from departure end of runway, 733' right of centerline, 100' AGL/769' MSL. Tree 7880' from departure end of runway, 1254' left of centerline, 100' AGL/757' MSL.

MOORESVILLE, NC

LAKE NORMAN AIRPARK

TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ a min. climb of 294' per NM to 2900 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** for climb in visual conditions: cross Lake Norman Airpark at or above 2000' MSL before proceeding on course. **Rwy 32,** climb heading 324° to 1300 before proceeding on course.

NOTE: **Rwy 14,** terrain and multiple trees beginning 197' from departure end of runway, 308' left of centerline, up to 200' AGL/1099' MSL. Building and multiple trees beginning 158' from departure end of runway, 258' right of centerline, up to 100' AGL/979' MSL. **Rwy 32,** tree 559' from departure end of runway, on centerline, 42' AGL/851' MSL. Multiple trees beginning 47' from departure end of runway, 34' left of centerline, up to 101' AGL/890' MSL. Multiple trees beginning 526' from departure end of runway, 31' right of centerline, up to 97' AGL/886' MSL.

MORGANTON, NC

FOOTHILLS RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound) to 5000 before proceeding on course. **Rwy 21,** climb direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound)to 5000 before proceeding on course.

MOUNT AIRY, NC

MOUNT AIRY/SURRY COUNTY

DEPARTURE PROCEDURE: **Rwy 18,** climb direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course. **Rwy 36,** climbing left turn direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 36,** 70' AGL powerline 500' right of departure end of runway.

MOUNT OLIVE, NC

MOUNT OLIVE MUNI

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 300' per NM to 500.

MOUNT PLEASANT, SC

MT PLEASANT RGNL-FAISON FIELD

DEPARTURE PROCEDURE: **Rwys 17, 35,** climb runway heading to 2100 before turning east.

MYRTLE BEACH, SC

MYRTLE BEACH INTL

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 400 before turning left.

NEW BERN, NC

COASTAL CAROLINA RGNL (EWN)

AMDT 3B 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1.

DEPARTURE PROCEDURE: **Rwys 4, 32,** climb runway heading to 900' before turning north.

NOTES: **Rwy 22,** 75' AGL trees 958 ' from departure end of runway, 705' right of centerline. **Rwy 14,** 79' AGL trees 1297' from departure end of runway, 531' right of centerline. **Rwy 32,** 91' AGL trees 743' from departure end of runway, 626' left of centerline.

NEWBERRY, SC

NEWBERRY COUNTY (EOE)

AMDT 1 08325 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 1895' from departure end of runway, left and right of centerline, up to 100' AGL/659' MSL. **Rwy 22,** multiple trees beginning 500' from departure end of runway, left and right of centerline, up to 100' AGL/629' MSL.

NORTH AF AUX (KXNO)

NORTH, SC. 08157

CAUTION: **Rwy 5/23** diverse departure procedures not authorized at night. **Rwy 5/23** diverse departure not for civil use.

TAKEOFF OBSTACLES: **Rwy 5,** Terrain 1' to 40' from DER 41' to 309' left of centerline, 328' MSL. Possible vehicle on road extending across extended runway centerline 473' from DER 336' left to 711' right of centerline, 15' AGL/349' MSL. Possible C5 on taxiway 12' inward of DER 484' left of centerline, 65' AGL/387' MSL. Possible C5 on taxiway 31' inward of DER 235' left of centerline, 66' AGL/387' MSL. Building 917' from DER 641' right of centerline, 30' AGL/364' MSL. Trees 1215' to 1419' from DER 376' to 570' right of centerline, 92' AGL/398' MSL. Pylon 3627' from DER 1029' left of centerline, 79' AGL/366' MSL. **Rwy 6,** Terrain 1' to 237' from DER 85' to 563' left of centerline, 329' MSL; Possible C5 on taxiway 627' from DER 597' right of centerline, 65' AGL/387' MSL; Possible C5 on taxiway 833' from DER 374' right of centerline, 65' AGL/388' MSL. Trees 2412' to 2812' from DER 749' to 1197' left of centerline, 103' AGL/407' MSL; Trees 1722' to 2044' from DER 844' to 899' left of centerline, 72' AGL/381' MSL; Pylon 2363' from DER 1572' left of centerline, 79' AGL/403' MSL. **Rwy 24,** Pylon 1729' from DER, 1456' right of centerline, 79' AGL/325' MSL.

NORTH WILKESBORO, NC

WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1 or std. with a min. climb of 300' per NM to 1700.

OAK ISLAND, NC

BRUNSWICK COUNTY (SUT)

ORIG 09183 (FAA)

NOTE: **Rwy 5,** trees beginning 323' from DER, 255' left of centerline, up to 80' AGL/99' MSL. Trees beginning 528' from DER, 456' right of centerline, up to 100' AGL/119' MSL. **Rwy 23,** trees beginning 233' from DER, 521' left of centerline, up to 64' AGL/73' MSL. Trees beginning 70' from DER, 319' right of centerline, up to 93' AGL/102' MSL. Boat masts beginning 589' from DER, left and right of centerline, up to 50' AGL/50' MSL.

ORANGEBURG, SC

ORANGEBURG MUNI

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 1000 before proceeding on course. **Rwy 35,** climb heading 354° to 900 before proceeding on course.

NOTE: **Rwy 5,** tree 1415' from departure end of runway, 260' left of centerline, 58' AGL/254' MSL. **Rwy 23,** tree 2096' from departure end of runway, 371' right of centerline, 89' AGL/260' MSL. **Rwy 35,** tree 2316' from departure end of runway, 228' right of centerline, 76' AGL/248' MSL. Terrain 13' from departure end of runway, 34' right of centerline, 174' MSL.

OXFORD, NC

HENDERSON-OXFORD (HNZ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** std. w/ min. climb of 245' per NM to 1900 or 700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** for climb in visual conditions: cross Henderson-Oxford airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 6,** trees beginning 7' from departure end of runway, 367' left of centerline, up to 100' AGL/629' MSL. **Rwy 24,** trees beginning 804' from departure end of runway, 393' left of centerline, up to 100' AGL/629' MSL.

PAGELAND, SC

PAGELAND (PYG)

ORIG 09071 (FAA)

NOTE: **Rwy 5,** trees beginning 365' from DER, 353' right of centerline, up to 100' AGL/689' MSL. Powerlines 593' from DER, 93' right to 109' left of centerline, 100' AGL/679' MSL. Vehicle on road 12' from DER, 377' right of centerline, 15' AGL/582' MSL. Trees beginning 19' from DER, 455' left of centerline, up to 100' AGL/689' MSL. Vehicle on road 612' from DER, 329' left to right of centerline, 15' AGL/594' MSL. **Rwy 23,** trees beginning 29' from DER, 243' right of centerline, up to 100' AGL/679' MSL. Trees beginning 294' from DER, 290' left of centerline, up to 100' AGL/669' MSL. Vehicle on road 34' from DER, 413' left of centerline, 15' AGL/574' MSL. Powerline, 1863' from DER, 987' left of centerline, 79' AGL/609' MSL.

PELION, SC

LEXINGTON COUNTY AT PELION (6J0)

ORIG 09155 (FAA)

NOTE: **Rwy 18,** trees beginning 1705' from DER, 1' right of centerline, up to 71' AGL/521' MSL. Trees beginning 429' from DER, 298' left of centerline, up to 34' AGL/484' MSL. Power poles 430' from DER, 298' left of centerline, 33' AGL/484' MSL. **Rwy 36,** trees beginning 2016' from DER, 301' right of centerline, up to 59' AGL/511' MSL.

PICKENS, SC

PICKENS COUNTY (LQK)

ORIG 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 048° to 2300 then climbing right turn via heading 120° to 3400 to intercept V20-35. **Rwy 23,** climb heading 228° to 2200 then climbing left turn via heading 120° to 3400 to intercept V20-35.

NOTE: **Rwy 5,** tree 30' from DER, 299' left of centerline, 9' AGL/1022' MSL. Vehicles on roadway, 424' from DER, left and right of centerline, up to 15' AGL/1028' MSL. Trees beginning 1531' from DER, 691' left of centerline, up to 107' AGL/1038' MSL. Tree 3019' from DER, 450' right of centerline, 120' AGL/1095' MSL. **Rwy 23,** tree 906' from DER, 269' left of centerline, 91' AGL/990' MSL. Trees beginning 1015' from DER, 466' right of centerline, up to 106' AGL/1022' MSL.

PINEHURST/SOUTHERN PINES, NC

MOORE COUNTY (SOP)
ORIG 09183 (FAA)

NOTE: **Rwy 5,** terrain 448' from DER, 343' right of centerline, 443' MSL. Trees beginning 663' from DER, 137' right of centerline, up to 100' AGL/475' MSL. Terrain 141' from DER, 329' left of centerline, 435' MSL. Trees beginning 176' from DER, 220' left of centerline, up to 100' AGL/529' MSL. **Rwy 23,** pipe 228' from DER, 431' right of centerline, 13' AGL/463' MSL. Antenna 657' from DER, 415' right of centerline, 32' AGL/482' MSL. Trees beginning 701' from DER, 422' right of centerline, up to 100' AGL/579' MSL. Trees beginning 364' from DER, 353' left of centerline, up to 100' AGL/569' MSL.

PLYMOUTH, NC

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 400-1 or std. with a min. climb of 210' per NM to 500.

POPE AFB (KPOB)

FAYETTEVILLE , NC. 08213

Rwys 5, 23: expect radar vectors from Fayetteville Approach. **Rwy 23,** standard with minimum climb of 220'/NM to 1000', or 1100-3 for climb in visual conditions to 1200' MSL within 5.49 NM of KPOB airport, then proceed on course, max airspeed of 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 5,** multiple trees 1352' to 1545' from DER, 779' right of centerline, up to 34' AGL/242' MSL; Multiple trees 1889' to 3436' from DER, 412' right of centerline, up to 99' AGL/297' MSL; Multiple trees 2004' to 2746' from DER, 997' left of centerline, up to 100' AGL/294' MSL; Multiple trees 2887' to 3743' from DER, 511' left of centerline, up to 119' AGL/311' MSL; Powerline Tower 4181' from DER, 1464' right of centerline, 115' AGL/315' MSL. C-130 18' from DER 263' left of centerline, 35' AGL/215' MSL. **Rwy 23,** fence 1201' from DER, 71' left of centerline, 247' MSL; Terrain 1901' from DER, 1010' right of centerline, 269' MSL; Multiple trees 3002' to 3349' from DER, 506' right of centerline, up to 70' AGL/328' MSL; Forestry Tower 2.2 NM from DER, 3399' right of centerline, 140' AGL 559' MSL; Tower 3.0 NM from DER, 1.4 NM right of centerline, 220' AGL/746' MSL; Tree 1.0 NM from DER, 502' left of centerline, 61' AGL/375' MSL. C-130 55' from DER 302' right of centerline, 35' AGL/238' MSL; C-130 944' from DER 286' left of centerline, 35' AGL/215' MSL.

RAEFORD, NC

P K AIRPARK

TAKE-OFF MINIMUMS: **Rwy 22,** 200-1.

RALEIGH-DURHAM, NC

RALEIGH-DURHAM INTL

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 142° to 1400 before turning right. **Rwy 23L,** climb heading 232° to 1900 before turning left. **Rwy 23R,** climb heading 232° to 1800 before turning left.

NOTE: **Rwy 5L,** tree 2011' from departure end of runway, 949' right of centerline, 80' AGL/469' MSL. Tree 3802' from departure end of runway, 1238' left of centerline, 77' AGL/506' MSL. Tank 4046' from departure end of runway, 1578' right of centerline, 138' AGL/547' MSL. **Rwy 5R,** tree 1437' from departure end of runway, 803' right of centerline, 80' AGL/469' MSL. **Rwy 14,** multiple trees beginning 2021' from departure end of runway, 510' left of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from departure end of runway, 1' right of centerline, up to 110' AGL/559' MSL. **Rwy 23L,** tree 1496' from departure end of runway, 797' left of centerline, 58' AGL/447' MSL. Light pole 1458' from departure end of runway, 878' right of centerline, 93' AGL/452' MSL. **Rwy 32,** multiple poles 1170' from departure end of runway, 634' left of centerline, up to 47' AGL/486' MSL. Antenna 1243' from departure end of runway, 754' right of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from departure end of runway, 911' right of centerline, 221' AGL/660' MSL.

REIDSVILLE, NC

ROCKINGHAM COUNTY NC SHILOH (SIF)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2 or std. w/ a min. climb of 535' per NM to 1200.

NOTE: **Rwy 13,** trees beginning 40' from DER, 63' left of centerline, up to 100' AGL/768' MSL. Power pole 1192' from DER, 430' right of centerline, 30' AGL/702' MSL. Tree beginning 1539' from DER, 30' right of centerline, up to 100' AGL/755' MSL. **Rwy 31,** power pole 2054' from DER, 243' right of centerline, 30' AGL/763' MSL. Vehicle on road 31' from DER, 485' left of centerline, 15' AGL/714' MSL. Trees beginning 1164' from DER, 187' right of centerline, up to 100' AGL/1019' MSL. Trees beginning 152' from DER, 317' left of centerline, up to 100' AGL/979' MSL. Rising terrain beginning 123' from DER, 27' left of centerline, up to 939' MSL. Rising terrain beginning 64' from DER, 27' right of centerline, up to 939' MSL.

ROCK HILL, SC

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1¼ or std. w/ min. climb of 231' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 20,** trees beginning 984' from departure end of runway, 704' left of centerline, up to 100' AGL/779' MSL. Trees beginning 2342' from departure end of runway, 64' left of centerline, up to 100' AGL/788' MSL. Terrain beginning 208' from departure end of runway, 275' right of centerline, up to 0' AGL/688' MSL. Trees beginning 1520' from departure end of runway, 747' right of centerline, up to 100' AGL/788' MSL. Trees beginning 2708' from departure end of runway, 3' right of centerline, up to 100' AGL/763' MSL. **Rwy 2,** trees beginning 1380' from departure end of runway, 166' left of centerline, up to 100' AGL/729' MSL. Powerline tower 5476' from departure end of runway, 780' left of centerline, 180' AGL/819' MSL. Vehicle on road and trees beginning 12' from departure end of runway, 448' right of centerline, up to 100' AGL/759' MSL. Trees beginning 1856' from departure end of runway, 26' right of centerline, up to 100' AGL/739' MSL. Powerline tower 4535' from departure end of runway, 1712' right of centerline, 180' AGL/789' MSL.

ROCKINGHAM, NC

RICHMOND COUNTY

DEPARTURE PROCEDURE: **Rwys 13, 22, 31,** climb runway heading to 900 before turning north. **Rwy 4,** right turn climb to 900 on 090° heading before turning north.

ROCKY MOUNT, NC

ROCKY MOUNT-WILSON RGNL

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 222° to 1200 before proceeding on course.

NOTE: **Rwy 4,** tree 1459' from departure end of runway, 791' left of centerline, 207' MSL. Tree 2454' from departure end of runway, 752' right of centerline, 231' MSL. **Rwy 22,** tree 1199' from departure end of runway, 665' right of centerline, 204' MSL. Tree 1215' from departure end of runway, 676' left of centerline, 224' MSL. Tree 1464' from departure end of runway, 616' left of centerline, 222' MSL.

ROXBORO, NC

PERSON COUNTY

NOTE: **Rwy 6,** trees 1600' from departure end of runway, 200' right of centerline, 100' AGL/729' MSL. **Rwy 24,** trees 562' from departure end of runway, 577' left of centerline, 100' AGL/699' MSL.

RUTHERFORDTON, NC

RUTHERFORD COUNTY-MARCHMAN FIELD (FQD)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 434' per NM to 5400, or 2800-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 255' per NM to 3600, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 009° to 5400 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course. **Rwy 19,** climb heading 189° to 3600 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course.

NOTE: **Rwy 1,** trees abeam departure end of runway, 310' left of centerline, 100' AGL/1159' MSL. Vehicles on roadway 421' from departure end of runway, on centerline 15' AGL/1094' MSL. Trees beginning 480' from departure end of runway, on centerline, up to 100' AGL/1159' MSL. Powerlines left and right of centerline, beginning 581' from departure end of runway, up to 78' AGL/1167' MSL. **Rwy 19,** trees abeam departure end of runway, 239' left of centerline, 100' AGL/1129' MSL. Trees 255' from departure end of runway, 500' right of centerline, 100' AGL/1129' MSL. Trees 1937' from departure end of runway, on centerline, 100' AGL/1119' MSL.

ST. GEORGE

ST. GEORGE (6J2)

ORIG 08101 (FAA)

NOTE: **Rwy 5,** tree 3021' from departure end of runway, 186' left of centerline, 100' AGL/175' MSL. **Rwy 23,** tree 1401' from departure end of runway, 259' right of centerline, 100' AGL/178' MSL.

SALISBURY, NC

ROWAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1.

DEPARTURE PROCEDURE: **Rwy 20,** climb on heading 160° to 1200 before turning west.

SALUDA, SC

SALUDA COUNTY (6J4)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** 300-2 or std. w/ min. climb of 207' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.

NOTE: **Rwy 1,** numerous trees beginning abeam DER, 40' left of centerline, up to 66' AGL/635' MSL. Numerous trees beginning abeam DER, 35' right of centerline, up to 100' AGL/649' MSL. **Rwy 19,** numerous trees beginning abeam DER, 20' left of centerline, up to 43' AGL/552' MSL. Numerous trees beginning abeam DER, 30' right of centerline, up to 100' AGL/639' MSL.

SANFORD, NC

SANFORD-LEE COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1400 before turning right. **Rwy 21,** climb runway heading to 1400 before turning left.

SHAW AFB (KSSC)

SUMTER, SC 07214

TAKE-OFF OBSTACLES: **Rwy 4R**, Terrain 500' left of centerline at the threshold, 235' MSL. **Rwy 22L**, Radio Tower 5137' from DER, 1701' left of centerline, 140' AGL/370' MSL; Glideslope Antenna 563' from DER, 500' right of centerline, 40' AGL/293' MSL. **Rwy 22R**, Terrain 253' from DER, 568' right of centerline, 244' MSL.

SHELBY, NC

SHELBY-CLEVELAND COUNTY RGNL (EHO)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 74' from departure end of runway, 394' left of centerline, up to 99' AGL/899' MSL. Trees beginning 2018' from departure end of runway, 804' right of centerline, up to 100' AGL/919' MSL. **Rwy 23,** trees beginning 186' from departure end of runway, 148' left of centerline, up to 93' AGL/903' MSL.

SILER CITY, NC

SILER CITY MUNI

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 1000 before turning right.

SIMMONS AAF (KFBG)

FORT BRAGG, NC . . . . . .AMDT 1, 07354

Rwy 27, 400-2½*

* Or standard with minimum climb of 350 ft/NM to 1200.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093 to 1200 before proceeding on course. **Rwy 27**, climb heading 273 to 1200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 27**, antenna 1.9 NM from DER, 3602' right of centerline, 292' AGL/584' MSL.

SMITHFIELD, NC

JOHNSTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 21,** 500-1.

DEPARTURE PROCEDURE: **Rwy 3,** climb to 1300 before turning left. **Rwy 21,** climb to 1000 before turning right.

SPARTANBURG, SC

SPARTANBURG DOWNTOWN MEMORIAL (SPA)

ORIG 09295 (FAA)

NOTE: **Rwy 5,** trees beginning 230' from DER, left and right of centerline, up to 100' AGL/871' MSL. **Rwy 23,** trees beginning 580' from DER, left and right of centerline, up to 100' AGL/930' MSL.

STATESVILLE, NC

STATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1¾ or std. with a min. climb of 220' per NM to 1300.

NOTE: **Rwy 28,** powerline tower 8880' from departure end of runway, 858' right of centerline, 180' AGL/1199' MSL.

SUMMERVILLE, SC

SUMMERVILLE (DYB)

ORIG-A 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 054° to 600 before procedding on course. **Rwy 24,** climb heading 234° to 600 before turning north.

NOTE: **Rwy 6,** tree 842' from departure end of runway, 413' right of centerline, 413' right of centerline, 84' AGL/114' MSL. Tree 647' from departure end of runway, 6' left of centerline, 62' AGL/92' MSL. Tree 642' from departure end of runway, 31' left of centerline, 58' AGL/88' MSL. **Rwy 24,** tree 1169' from departure end of runway, 96' left of centerline, 72' AGL/99' MSL. Tree 1183' from departure end of runway, 159' right of centerline, 70' AGL/97' MSL. Tree 1176' from departure end of runway, 59' left of centerline, 69' AGL/96' MSL. Tree 846' from departure end of runway, 227' left of centerline, 65' AGL/92' MSL.

SUMTER, SC

SUMTER (SMS)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-VFR only. **Rwy 23,** std. w/ a min. climb of 221' per NM to 800 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23,** for climb in visual conditions: cross Sumter airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 23,** trees beginning 2876' from DER, 559' left of centerline, up to 72' AGL/251' MSL. Trees beginning 117' from DER, 210' right of centerline, up to 86' AGL/265' MSL.

TARBORO, NC

TARBORO-EDGECOMBE

DEPARTURE PROCEDURE: **Rwy 27,** climb runway heading to 500 before turning.

UNION, SC

UNION COUNTY, TROY SHELTON FIELD

NOTE: **Rwy 5,** tree 1315' from departure end of runway, 400' left of centerline, 80' AGL/675' MSL. Tree 1340' from departure end of runway, 280' right of centerline, 51' AGL/678' MSL. **Rwy 23,** tree 38' from departure end of runway, 115' right of centerline, 10' AGL/583' MSL. Tree 58' from departure end of runway, 80' left of centerline, 28' AGL/584' MSL. Tree 1890' from departure end of runway, 400' right of centerline, 85' AGL/657' MSL. Tree 2005' from departure end of runway, 425' left of centerline, 95' AGL/667' MSL.

WADESBORO, NC

ANSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 16,** 300-2 or std. with a min. climb of 220' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 162° to 900 before proceeding on course.

NOTE: **Rwy 16,** terrain 31' from departure end of runway, 345' right of centerline, 0' AGL/319' MSL. Terrain 139' from departure end of runway, 120' right of centerline, 0' AGL/309' MSL. Terrain 305' from departure end of runway, 475' right of centerline, 0' AGL/309' MSL. Tree 1263' from departure end of runway, 425' left of centerline, 58' AGL/353' MSL. Tree 1381' from departure end of runway, 427' left of centerline, 61' AGL/356' MSL. Tree 1329' from departure end of runway, 262' right of centerline, 45' AGL/340' MSL. Tree 1337' from departure end of runway, 300' right of centerline, 48' AGL/343' MSL. Tree 1651' from departure end of runway, 282' left of centerline, 60' AGL/355' MSL. Tree 1875' from departure end of runway, 142' left of centerline, 59' AGL/354' MSL. Tree 1897' from departure end of runway, 71' left of centerline, 53' AGL/347' MSL. Tree 2658' from departure end of runway, 55' left of centerline, 68' AGL/363' MSL. Tree 2734' from departure end of runway, 78' right of centerline, 77' AGL/372' MSL. Tree 3031' from departure end of runway, 156' right of centerline, 80' AGL/375' MSL. Tree 3080' from departure end of runway, 383' right of centerline, 82' AGL/377' MSL. Tree 1.62 NM from departure end of runway, 2363' left of centerline, 100' AGL/569' MSL. **Rwy 34,** tree 3117' from departure end of runway, 1064' right of centerline, 87' AGL/384' MSL. Building 2841' from departure end of runway, 657' right of centerline, 80' AGL/377' MSL. Silo 2712' from departure end of runway, 604' right of centerline, 88' AGL/385' MSL. Tree 2531' from departure end of runway, 276' right of centerline, 92' AGL/389' MSL. Tree 2890' from departure end of runway, 740' left of centerline, 100' AGL/439' MSL. Tree 2267' from departure end of runway, 381' right of centerline, 84' AGL/381' MSL. Tree 1947' from departure end of runway, 785' right of centerline, 82' AGL/379' MSL. Tree 1830' from departure end of runway, 699' right of centerline, 71' AGL/ 368' MSL. Tree 1997' from departure end of runway, 17' right of centerline, 84' AGL/381' MSL. Tree 1972' from departure end of runway, 57' right of centerline, 82' AGL/379' MSL. Tree 1879' from departure end of runway, 51' left of centerline, 85' AGL/382' MSL. Railroad and train 1618' from departure end of runway, on centerline, 23' AGL/354' MSL. Tree 1651' from departure end of runway, 133' left of centerline, 75' AGL/372' MSL. Tree 1540' from departure end of runway, 230' left of centerline, 71' AGL/369' MSL. Tree 1503' from departure end of runway, 367' left of centerline, 75' AGL/372' MSL.

WALLACE, NC

HENDERSON FIELD (ACZ)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. w/ min. climb of 389' per NM to 400.

NOTE: **Rwy 9,** trees 2329' from DER, 462' left of centerline, 100' AGL/119' MSL. Pole 5056' from DER, 1074' left of centerline, 183' AGL/216' MSL. **Rwy 27,** vehicles on roadway 299' from DER, 421' right of centerline, 15' AGL/54' MSL. Trees 4916' from DER, 1296' left of centerline, 100' AGL/169' MSL.

WALNUT COVE, NC

MEADOW BROOK FIELD

TAKE-OFF MINIMUMS: **Rwys 16,34,** 800-2 or std. with a min. climb of 270' per NM to 3000.

WALTERBORO, SC

LOW COUNTRY RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 280' per NM to 300.

NOTE: **Rwy 5,** 93' AGL tree 960' from departure end of runway, 710' right of centerline. **Rwy 9,** 75' AGL tree 365' from departure end of runway, 575' right of centerline. **Rwy 17,** 74' AGL tree 508' from departure end of runway, 635' right of centerline. **Rwy 23,** 84' AGL tree 710' from departure end of runway, 675' left of centerline. **Rwy 35,** 69' AGL tree 1062' from departure end of runway, 690' right of centerline.

WASHINGTON, NC

WARREN FIELD

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 250' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 17, 29, 35,** climb runway heading to 400 before turning.

WAXHAW, NC

JAARS-TOWNSEND (N52)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. w/ min. climb of 255' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2200' prior to DER.

NOTE: **Rwy 4,** trees beginning 3' from DER, left and right of centerline, up to 100' AGL/759' MSL. **Rwy 22,** trees beginning 2' from DER, left and right of centerline, up to 100' AGL/709' MSL.

WHITEVILLE, NC

COLUMBUS COUNTY MUNI (CPC)

ORIG 09183 (FAA)

NOTE: **Rwy 6,** trees beginning 2145' from DER, 553' right of centerline, up to 100' AGL/189' MSL. Trees beginning 2690' from DER, 838' left of centerline, up to 100' AGL/169' MSL. **Rwy 24,** trees beginning 1706' from DER, 831' right of centerline, up to 100' AGL/209' MSL. Trees beginning 732' from DER, 396' left of centerline, up to 100' AGL/209' MSL.

WILLIAMSTON, NC

MARTIN COUNTY

NOTE: **Rwy 3,** trees beginning 158' from departure end of runway, 98' right of centerline, up to 100' AGL/172' MSL. Trees beginning 3041' from departure end of runway, 168' left of centerline up to 100' AGL/172' MSL. **Rwy 21,** trees beginning 130' from departure end of runway, 57' right of centerline up to 100' AGL/168' MSL. Trees beginning 1393' from departure end of runway, 411' left of centerline up to 100' AGL/168' MSL. Vehicle on road 428' from departure end of runway, 15' AGL/80' MSL.

WILMINGTON, NC

WILMINGTON INTL

NOTE: **Rwy 6,** tree 2723' from departure end of runway, 558' left of centerline 57' AGL/90' MSL. Tree 3201' from departure end of runway, 401' right of centerline 73' AGL/110' MSL. Tree 3552' from departure end of runway, 643' right of centerline, 78' AGL/118' MSL. **Rwy 17,** multiple trees beginning 177' from departure end of runway, 438' right of centerline, up to 32' AGL/49' MSL. Tree 187' from departure end of runway, 545' left of centerline, 24' AGL/41' MSL. Multiple trees beginning 418' from departure end of runway, 540' left of centerline, up to 39' AGL/53' MSL. Tree 620' from departure end of runway, 246' left of centerline, 24' AGL/38' MSL. Tree 1468' from departure end of runway, 684' right of centerline, 66' AGL/83' MSL. Tree 1689' from departure end of runway, 592' right of centerline, 52' AGL/69' MSL. Transmission lines 3347' from departure end of runway, 1300' left to 1300' right of centerline, 135' AGL/160' MSL. **Rwy 24,** tree 163' from departure end of runway, 454' left of centerline, 61' AGL/75' MSL. Multiple trees beginning 1663' from departure end of runway, 277' left of centerline, up to 66' AGL/83' MSL. **Rwy 35,** tree 1500' from departure end of runway, 300' right of centerline, 50' AGL/83' MSL. Funnel 1796' from departure end of runway, 882' left of centerline, 57' AGL/90' MSL. Multiple trees beginning 1916' from departure end of runway, 138' right of centerline, up to 94' AGL/131' MSL. Multiple trees beginning 2486' from departure end of runway, 143' left of centerline, up to 107' AGL/140' MSL.

WILSON, NC

WILSON INDUSTRIAL AIR CENTER

DEPARTURE PROCEDURE: For departures 260° CW 320°: **Rwy 27,** climbing left turn to 2500 on heading 260° before proceeding on course. **Rwys 15, 21,** climbing right turn to 2500 on heading 260° before proceeding on course. **Rwys 3, 9, 33,** climbing left turn to 2500 on heading 320° before proceeding on course.

WINSTON-SALEM, NC

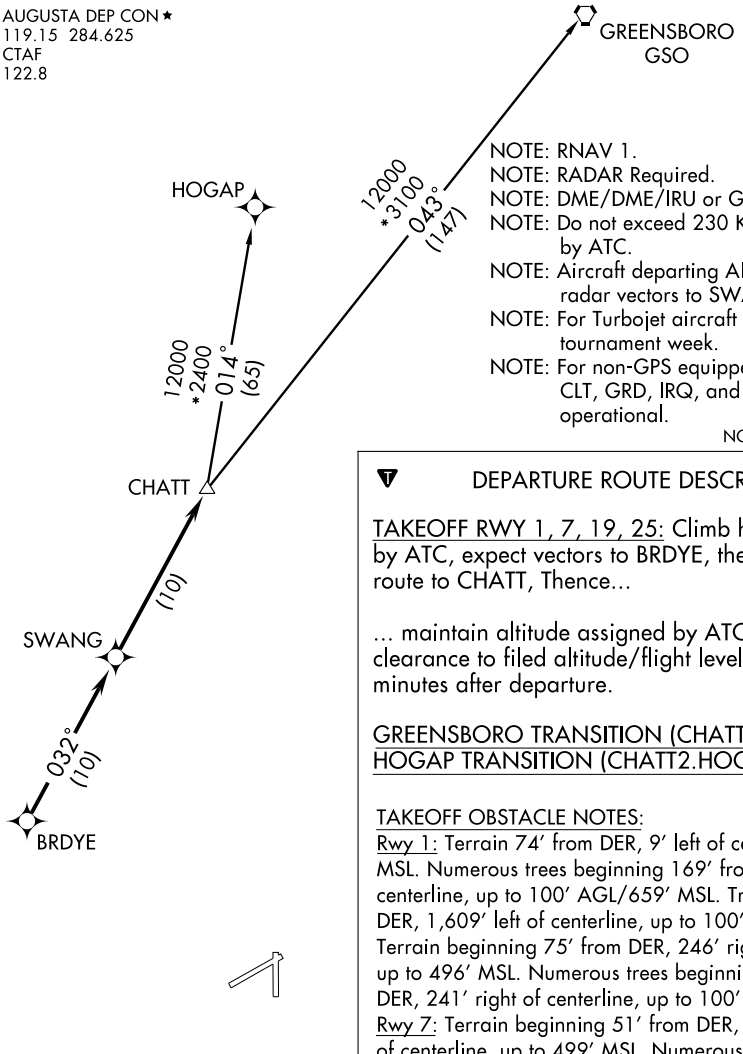
SMITH REYNOLDS (INT)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 500-2¾ or std. with a min. climb of 330' per NM to 1600.

NOTE: **Rwy 4,** multiple trees beginning 1014' from departure end of runway, 159' left of centerline, up to 92' AGL/1041' MSL. Multiple trees beginning 2' from departure end of runway, 195' right of centerline, up to 62' AGL/1051' MSL. **Rwy 15,** bush and multiple trees beginning 109' from departure end of runway, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from departure end of runway, 433' right of centerline, up to 66' AGL/945' MSL. **Rwy 22,** multiple trees beginning 376' from departure end of runway, 136' left of centerline, up to 65' AGL/1014' MSL. Antenna 4538' from departure end of runway, 1044' left of centerline, 189' AGL/1138' MSL. Tower 2.1 NM from departure end of runway, 2784' left of centerline, 468' AGL/1395' MSL. Antenna on building 2.3 NM from departure end of runway, 3230' left of centerline, 460' AGL/1376' MSL. **Rwy 33,** floodlight, multiple hangars, poles, and trees beginning 230' from departure end of runway, 41' left of centerline, up to 74' AGL/1083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from departure end of runway, 141' right of centerline, up to 85' AGL/1084' MSL.

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: Aircraft departing AIK and AGS expect radar vectors to SWANG.
NOTE: For Turbojet aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT, Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.
Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.
Rwy 19: Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.
Rwy 25: Tree 1,244' from DER, 766' right of centerline, 73' AGL/572 MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.

TAKEOFF MINIMUMS:
Rwy 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with a minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

SE-2, 17 DEC 2009 to 14 JAN 2010

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For non-GPS equipped aircraft: DBN and IRQ DMEs must be operational.

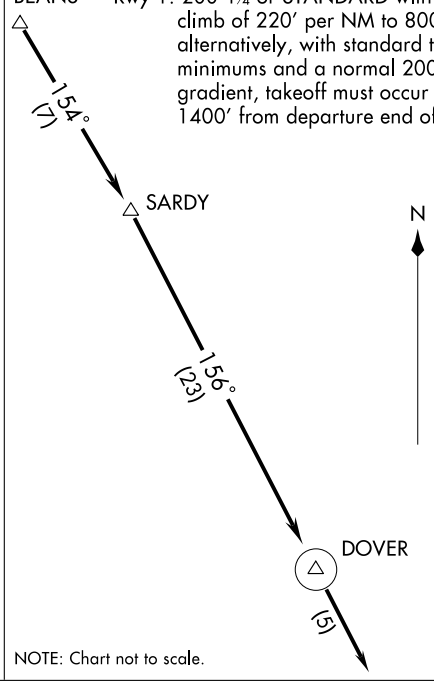
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to BEANS, then via depicted route to DOVER, then fly heading 156°, expect radar vectors. Thence. . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74′ from DER, 9′ left of centerline, 496′ MSL. Numerous trees beginning 169′ from DER, 35′ left of centerline, up to 100′ AGL/659′ MSL. Tree 6,023′ from DER, 1,609′ left of centerline, up to 100′ AGL/649′ MSL. Terrain beginning 75′ from DER, 246′ right of centerline up to 496′ MSL. Numerous trees beginning 1,322′ from DER, 241′ right of centerline, up to 100′ AGL/609′ MSL.
Rwy 7: Terrain beginning 51′ from DER, 207′ right of centerline, up to 499′ MSL. Numerous trees beginning 1,230′ from DER, 550′ right of centerline, up to 100′ AGL/609′ MSL. Numerous trees beginning 1,601′ from DER, 731′ left of centerline, up to 56′ AGL/563′ MSL.
Rwy 19: Numerous trees beginning at DER, 110′ right of centerline, up to 100′ AGL/629′ MSL. Numerous trees beginning 6′ from DER, 82′ left of centerline, up to 100′ AGL/639′ MSL.
Rwy 25: Tree 1,244′ from DER, 766′ right of centerline, 73′ AGL/572′ MSL. Tree 1,506′ from DER, 661′ left of centerline, 72′ AGL/561′ MSL.

TAKEOFF MINIMUMS:
Rwys 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with minimum climb of 220′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1400′ from departure end of runway.



NOTE: Chart not to scale.

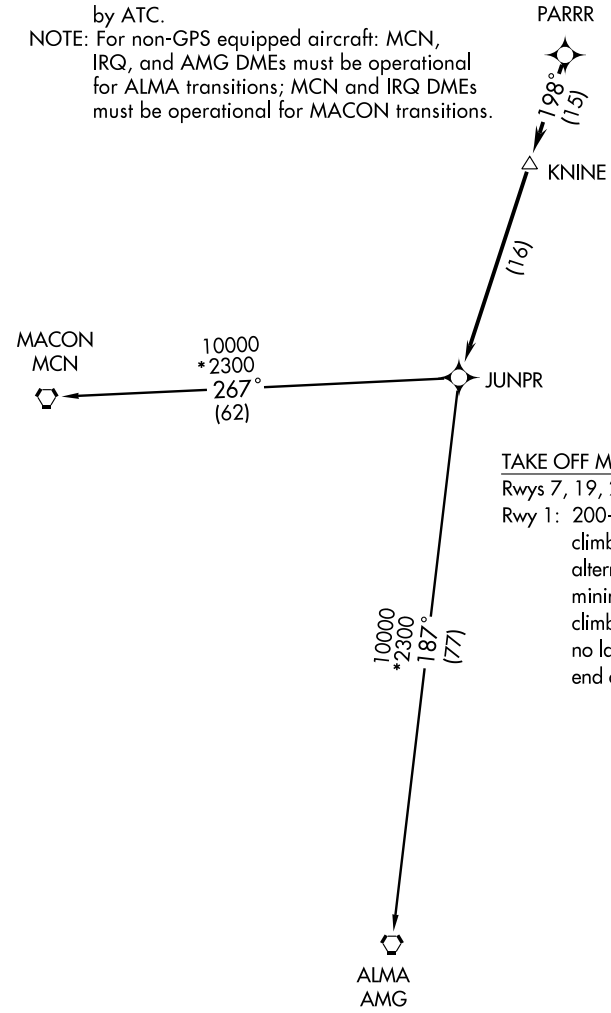
(DOVER2.DOVER) 08157
DOVER TWO DEPARTURE (RNAV)
SL-5197 (FAA)
AIKEN MUNI (AIK)
AIKEN, SOUTH CAROLINA

JUNPR TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For non-GPS equipped aircraft: MCN, IRQ, and AMG DMEs must be operational for ALMA transitions; MCN and IRQ DMEs must be operational for MACON transitions.



TAKE OFF MINIMUMS:
Rwys 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with minimum climb of 220′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1400′ from departure end of runway.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to PARRR, then via depicted route to JUNPR. Thence. . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

ALMA TRANSITION (JUNPR2.AMG):
MACON TRANSITION (JUNPR2.MCN):

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74′ from DER, 9′ left of centerline, 496′ MSL. Numerous trees beginning 169′ from DER, 35′ left of centerline, up to 100′ AGL/659′ MSL. Tree 6,023′ from DER, 1,609′ left of centerline, up to 100′ AGL/649′ MSL. Terrain beginning 75′ from DER, 246′ right of centerline up to 496′ MSL. Numerous trees beginning 1,322′ from DER, 241′ right of centerline, up to 100′ AGL/609′ MSL.
Rwy 7: Terrain beginning 51′ from DER, 207′ right of centerline, up to 499′ MSL. Numerous trees beginning 1,230′ from DER, 550′ right of centerline, up to 100′ AGL/609′ MSL. Numerous trees beginning 1,601′ from DER, 731′ left of centerline, up to 56′ AGL/563′ MSL.
Rwy 19: Numerous trees beginning at DER, 110′ right of centerline, up to 100′ AGL/629′ MSL. Numerous trees beginning 6′ from DER, 82′ left of centerline, up to 100′ AGL/639′ MSL.
Rwy 25: Tree 1,244′ from DER, 766′ right of centerline, 73′ AGL/572′ MSL. Tree 1,506′ from DER, 661′ left of centerline, 72′ AGL/561′ MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

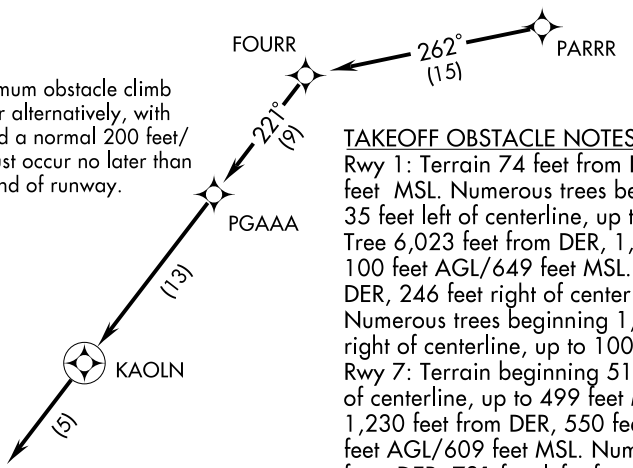
AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb on assigned heading for radar vectors to PARRR, then via depicted route to KAOLN. Thence. . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

N



TAKE OFF MINIMUMS:
Rwys 7, 19, 25: Standard.
Rwy 1: 200-1¼ or Standard with minimum obstacle climb of 220 feet per NM to 800, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1400 feet prior to departure end of runway.

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74 feet from DER, 9 feet left of centerline, 496 feet MSL. Numerous trees beginning 169 feet from DER, 35 feet left of centerline, up to 100 feet AGL/659 feet MSL. Tree 6,023 feet from DER, 1,609 feet left of centerline, up to 100 feet AGL/649 feet MSL. Terrain beginning 75 feet from DER, 246 feet right of centerline up to 496 feet MSL. Numerous trees beginning 1,322 feet from DER, 241 feet right of centerline, up to 100 feet AGL/609 feet MSL.
Rwy 7: Terrain beginning 51 feet from DER, 207 feet right of centerline, up to 499 feet MSL. Numerous trees beginning 1,230 feet from DER, 550 feet right of centerline, up to 100 feet AGL/609 feet MSL. Numerous trees beginning 1,601 feet from DER, 731 feet left of centerline, up to 56 feet AGL/563 feet MSL.
Rwy 19: Numerous trees beginning at DER, 110 feet right of centerline, up to 100 feet AGL/629 feet MSL. Numerous trees beginning 6 feet from DER, 82 feet left of centerline, up to 100 feet AGL/639 feet MSL.
Rwy 25: Tree 1,244 feet from DER, 766 feet right of centerline, 73 feet AGL/572 feet MSL. Tree 1,506 feet from DER, 661 feet left of centerline, 72 feet AGL/561 feet MSL.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: CAE and IRQ DMEs must be operational.
NOTE: For use during Masters Golf Tournament week only.

NOTE: Chart not to scale.

KAOLN THREE DEPARTURE (RNAV)

(KAOLN3.KAOLN) 09351
SL-5197 (FAA)

AIKEN MUNI (AIK)
AIKEN, SOUTH CAROLINA

NDB AIK	APP CRS	Rwy Idg	5500
347	223°	TDZE	494
		Apt Elev	528

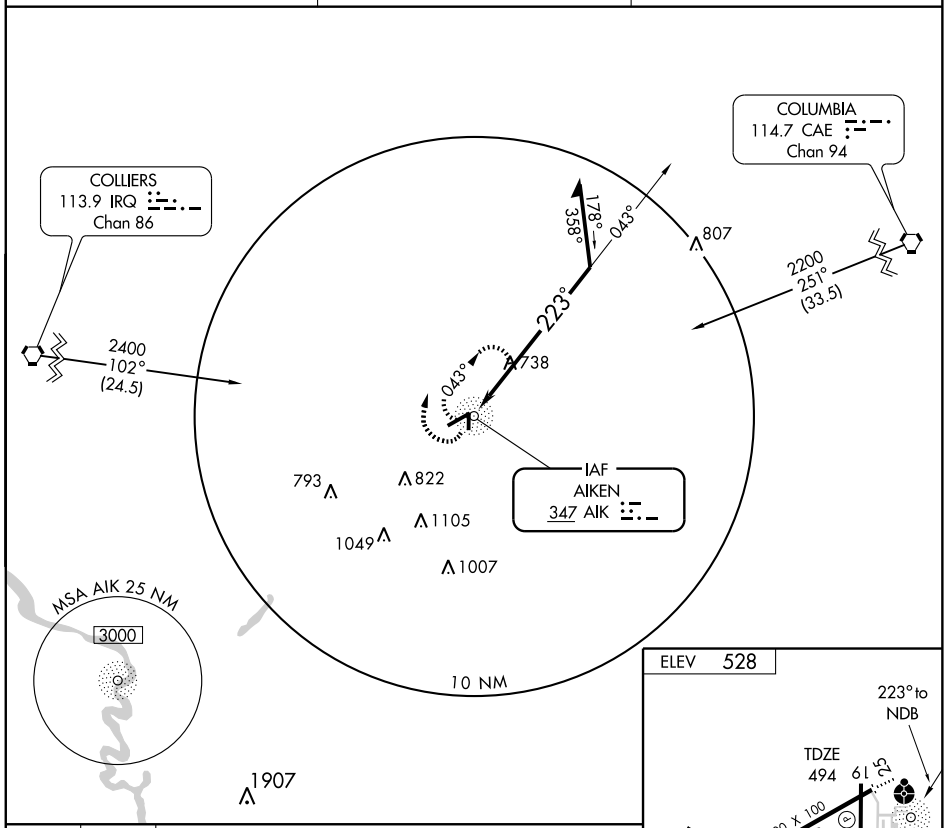
NDB RWY 25
AIKEN MUNI (AIK)

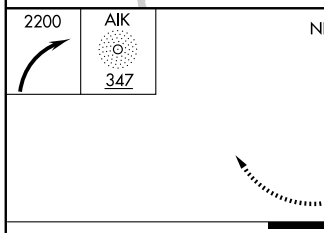
T
NA
If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 120 feet.
Visibility reduction by helicopters NA. Inoperative table does not apply.

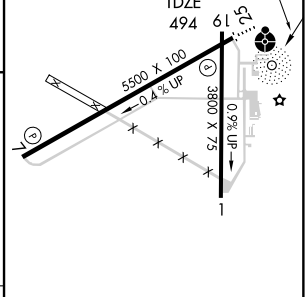
ODALS

MISSED APPROACH: Climbing right turn to 2200 in AIK NDB holding pattern.

AWOS-3	AUGUSTA APP CON ★	UNICOM
118.025	119.15 284.625	122.8 (CTAF) L







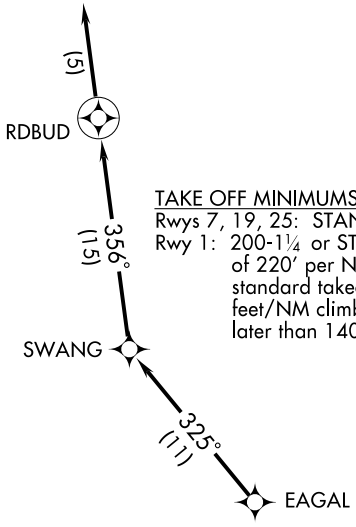
CATEGORY	A	B	C	D
S-25	1160-1	666 (700-1)	1160-1¾ 666 (700-1¾)	NA
CIRCLING	1160-1	632 (700-1)	1160-1¾ 632 (700-1¾)	NA

REIL Rwy 25
MIRL Rwy 1-19
MIRL Rwy 7-25 L

SE-2. 17 DEC 2009 to 14 JAN 2010

RDBUD TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8



TAKE OFF MINIMUMS:
Rwys 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with minimum climb of 220′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1400′ from departure end of runway.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft only during Masters golf tournament week.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to EAGAL, then via depicted route to RDBUD, then fly heading 356°, Expect radar vectors. Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74′ from DER, 9′ left of centerline, 496′ MSL. Numerous trees beginning 169′ from DER, 35′ left of centerline, up to 100′ AGL/659′ MSL. Tree 6,023′ from DER, 1,609′ left of centerline, up to 100′ AGL/649′ MSL. Terrain beginning 75′ from DER, 246′ right of centerline up to 496′ MSL. Numerous trees beginning 1,322′ from DER, 241′ right of centerline, up to 100′ AGL/609′ MSL.
Rwy 7: Terrain beginning 51′ from DER, 207′ right of centerline, up to 499′ MSL. Numerous trees beginning 1,230′ from DER, 550′ right of centerline, up to 100′ AGL/609′ MSL. Numerous trees beginning 1,601′ from DER, 731′ left of centerline, up to 56′ AGL/563′ MSL.
Rwy 19: Numerous trees beginning at DER, 110′ right of centerline, up to 100′ AGL/629′ MSL. Numerous trees beginning 6′ from DER, 82′ left of centerline, up to 100′ AGL/639′ MSL.
Rwy 25: Tree 1,244′ from DER, 766′ right of centerline, 73′ AGL/572′ MSL. Tree 1,506′ from DER, 661′ left of centerline, 72′ AGL/561′ MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS CH 90301 W07A	APP CRS 066°	Rwy Idg 5500 TDZE 515 Apt Elev 528

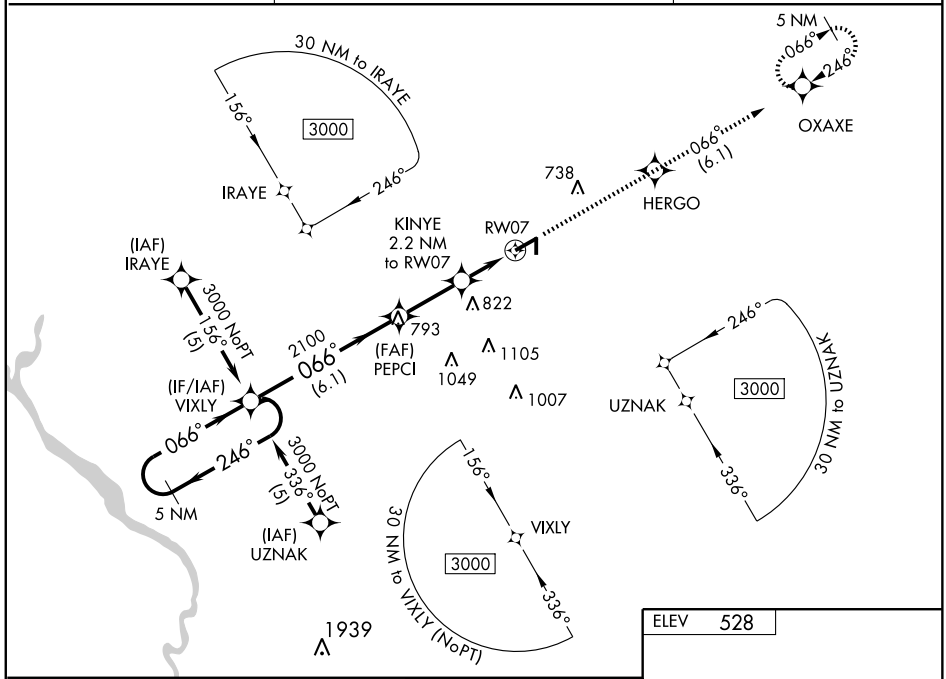
RNAV (GPS) RWY 7

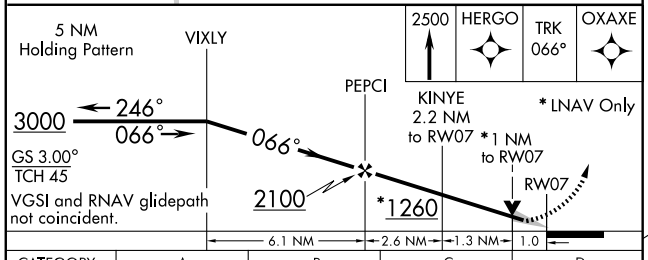
AIKEN MUNI (AIK)

▼ ▲ NA — If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase LPV DA to 869 feet, LNAV/VNAV DA to 944 feet, and all MDAs 120 feet. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Augusta Rgnl at Bush Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).

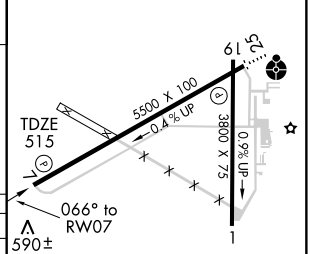
MISSED APPROACH: Climb to 2500 direct HERGO and via 066° track to OXAXE and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM
118.025	119.15 284.625	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	765-¾ 250 (300-¾)			NA
LNAV/VNAV DA	840-1¼ 325 (400-1¼)			NA
LNAV MDA	840-1 325 (400-1)			NA
CIRCLING	900-1¼ 372 (400-1¼)	980-1¼ 452 (500-1¼)	980-1½ 452 (500-1½)	NA



REIL Rwy 25
MIRL Rwy 1-19
MIRL Rwy 7-25 L

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS CH 50301 W25A	APP CRS 246°	Rwy Idg 5500 TDZE 494 Apt Elev 528

RNAV (GPS) RWY 25

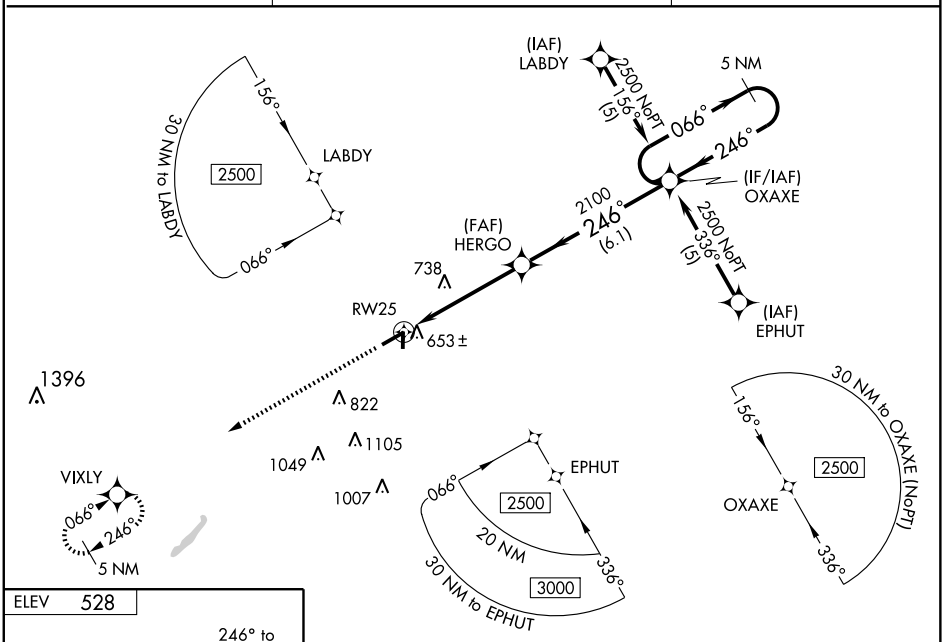
AIKEN MUNI (AIK)

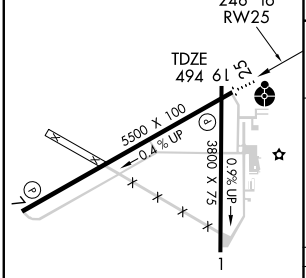
If local altimeter setting not received, used Augusta Rgnl at Bush Field altimeter setting and increase LPV DA to 865 feet, LNAV/VNAV DA to 1007 feet, and all MDAs 120 feet. DME/DME RNP-0.3 NA. Inoperative table does not apply. Baro-VNAV NA when using Augusta Rgnl at Bush Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (205°F). Visibility reduction by helicopters NA.

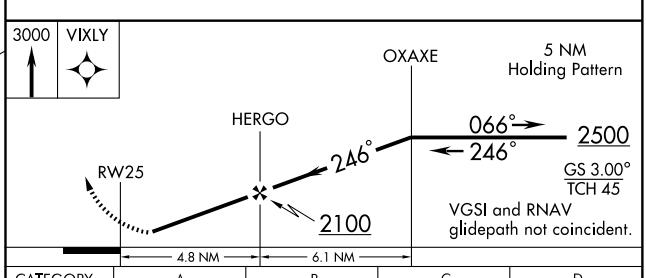
ODALS

MISSED APPROACH: Climb to 3000 direct VIXLY and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM
118.025	119.15 284.625	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	761-1 267 (300-1)			NA
LNAV/VNAV DA	903-1½ 409 (400-1½)			NA
LNAV MDA	1000-1 506 (500-1)		1000-1½ 506 (500-1½)	NA
CIRCLING	1000-1½ 472 (500-1½)			NA

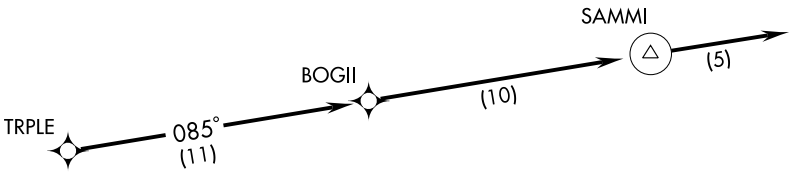
REIL Rwy 25
MIRL Rwy 1-19
MIRL Rwy 7-25 L

SE-2. 17 DEC 2009 to 14 JAN 2010

SAMMI TWO DEPARTURE (RNAV) SL-5197 (FAA)

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: Aircraft departing AIK and AGS expect radar vectors to SAMMI.



TAKEOFF MINIMUMS:
Rwy 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with a minimum climb of 220′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1400′ prior to departure end of runway.



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC. Expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, Expect radar vectors. Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/ flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74′ from DER, 9′ left of centerline, 496′ MSL. Numerous trees beginning 169′ from DER, 35′ left of centerline, up to 100′ AGL/659′ MSL. Tree 6,023′ from DER, 1,609′ left of centerline, up to 100′ AGL/649′ MSL. Terrain beginning 75′ from DER, 246′ right of centerline up to 496′ MSL. Numerous trees beginning 1,322′ from DER, 241′ right of centerline, up to 100′ AGL/609′ MSL.
Rwy 7: Terrain beginning 51′ from DER, 207′ right of centerline, up to 499′ MSL. Numerous trees beginning 1,230′ from DER, 550′ right of centerline, up to 100′ AGL/609′ MSL. Numerous trees beginning 1,601′ from DER, 731′ left of centerline, up to 56′ AGL/563′ MSL.
Rwy 19: Numerous trees beginning at DER, 110′ right of centerline, up to 100′ AGL/629′ MSL. Numerous trees beginning 6′ from DER, 82′ left of centerline, up to 100′ AGL/639′ MSL.
Rwy 25: Tree 1,244′ from DER, 766′ right of centerline, 73′ AGL/572′ MSL. Tree 1,506′ from DER, 661′ left of centerline, 72′ AGL/561′ MSL.

VORTAC IRQ	APP CRS	Rwy Idg	N/A
113.9	102°	TDZE	N/A
Chan 86		Apt Elev	528

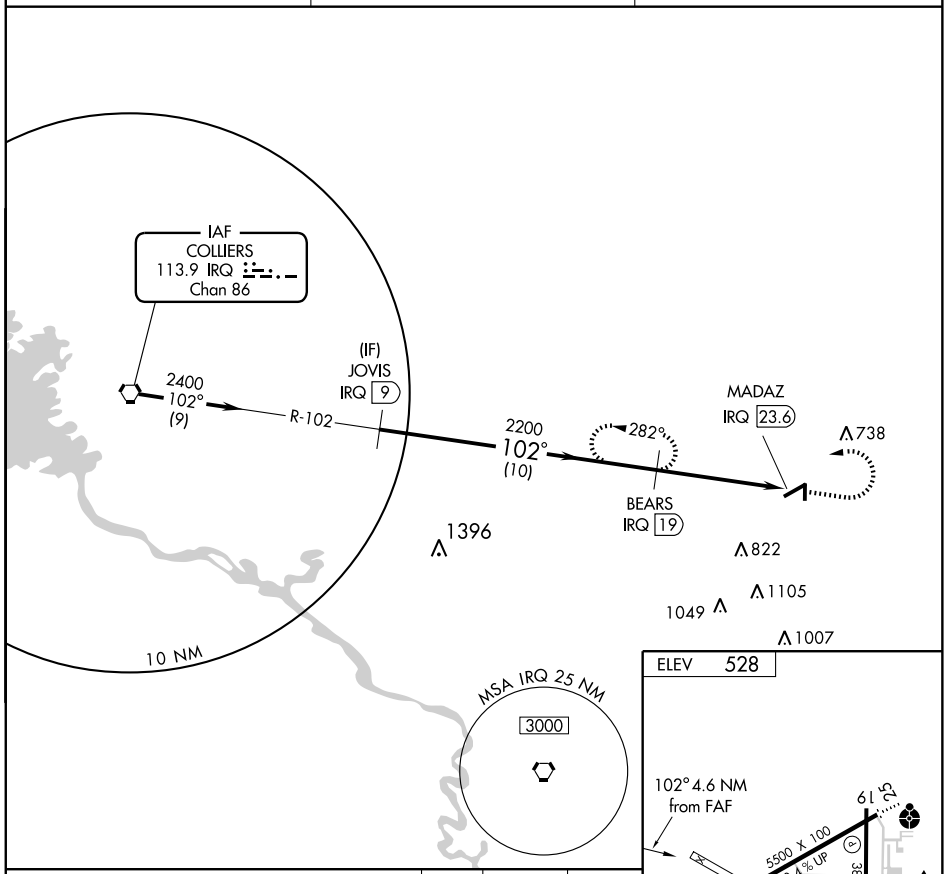
VOR/DME-A
AIKEN MUNI (AIK)

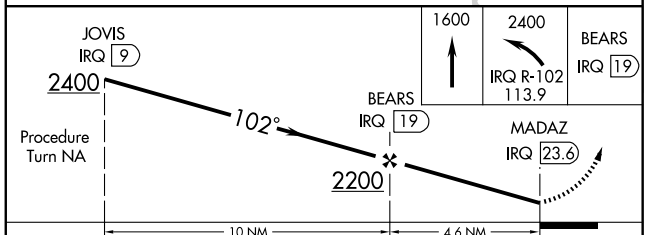
NA

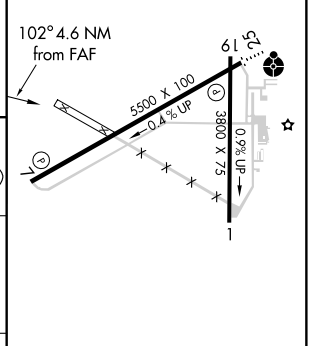
If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2400 via IRQ R-102 to BEARS 19 DME and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM
118.025	119.15 284.625	122.8 (CTAF) L







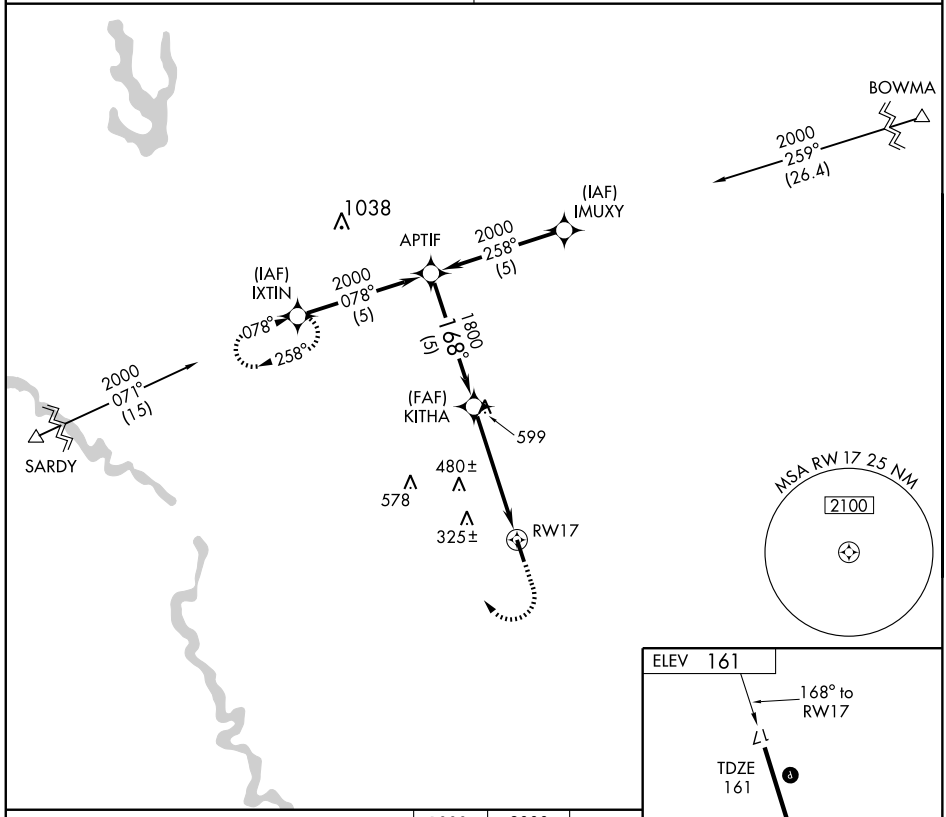
CATEGORY	A	B	C	D
CIRCLING	1020-1 492 (500-1)	1020-1¼ 492 (500-1¼)	1020-1½ 492 (500-1½)	NA

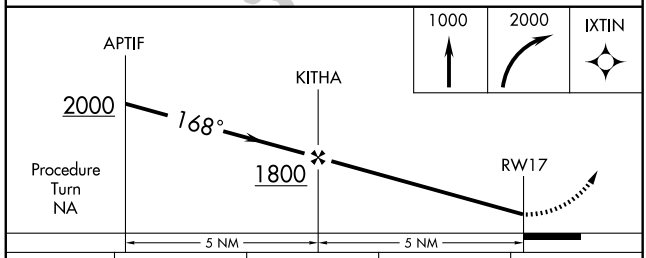
REIL Rwy 25
MIRL Rwy 1-19
MIRL Rwy 7-25 L

APP CRS	Rwy Idg	5005
168°	TDZE	161
	Apt Elev	161

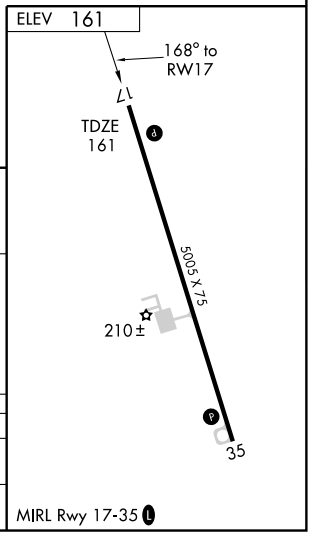
GPS RWY 17
ALLENDALE COUNTY (88J)

NA	Use Augusta, Ga. altimeter setting.	MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct IXTIN WP and hold.
JACKSONVILLE CENTER 132.5 363.2		UNICOM 122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	700-1	539 (600-1)	700-1½ 539 (600-1½)	700-1¾ 539 (600-1¾)
CIRCLING	700-1	539 (600-1)	700-1½ 539 (600-1½)	780-2 619 (700-2)



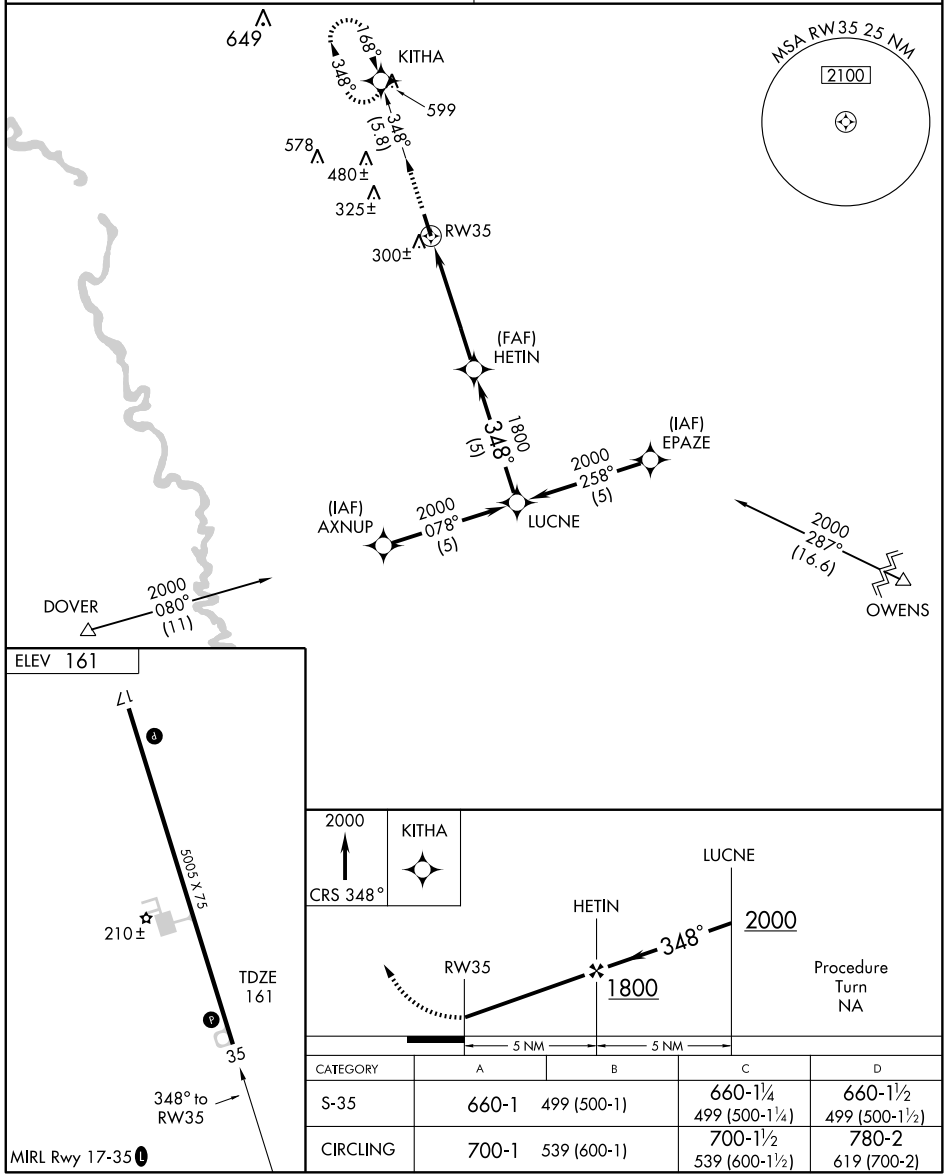
SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5005
348°	TDZE	161
	Apt Elev	161

GPS RWY 35
ALLENDALE COUNTY (88J)

NA	Use Augusta, Ga. altimeter setting.	MISSED APPROACH: Climb to 2000 via 348° course to KITHA WP and hold.

JACKSONVILLE CENTER	UNICOM
132.5 363.2	**122.8** (CTAF) L



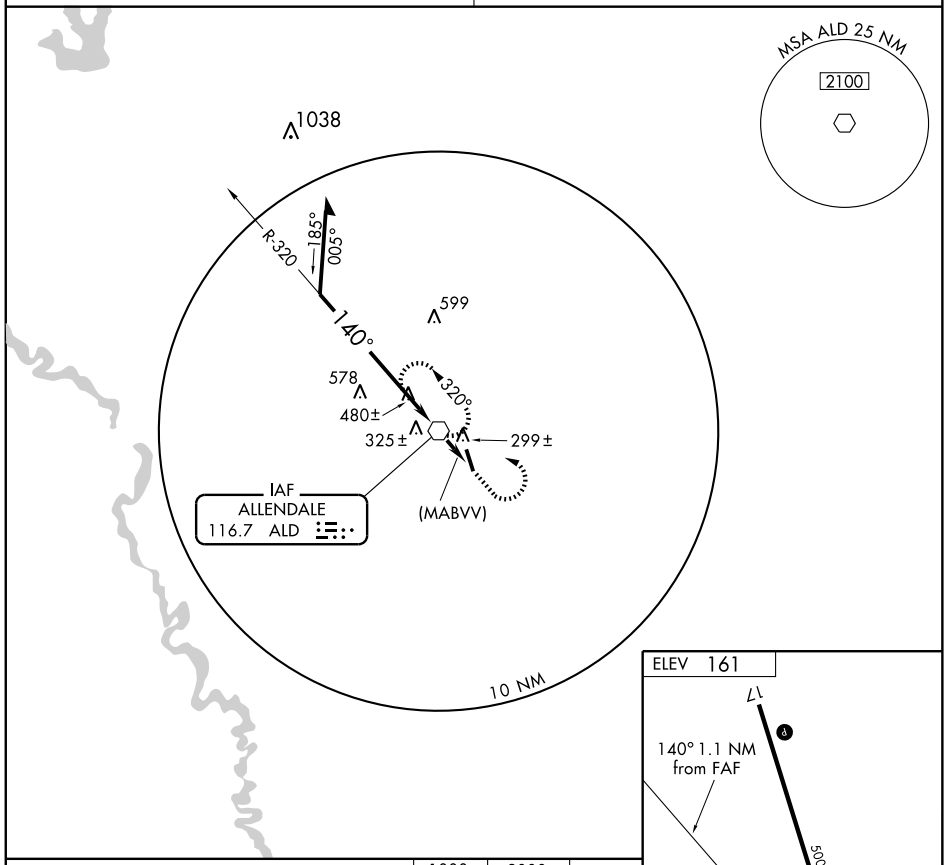
CATEGORY	A	B	C	D
S-35	660-1	499 (500-1)	660-1¼ 499 (500-1¼)	660-1½ 499 (500-1½)
CIRCLING	700-1	539 (600-1)	700-1½ 539 (600-1½)	780-2 619 (700-2)

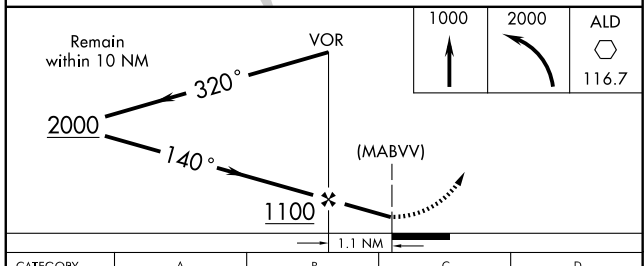
SE-2. 17 DEC 2009 to 14 JAN 2010

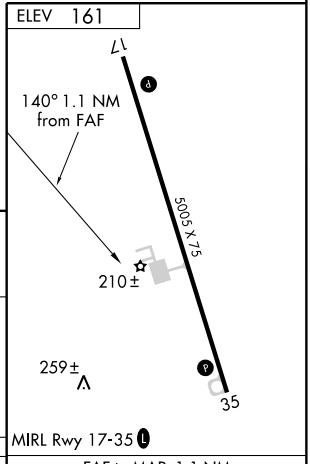
VOR ALD	APP CRS	Rwy Idg	N/A
116.7	140°	TDZE	N/A
		Apt Elev	161

VOR or GPS-A
ALLENDALE COUNTY (88J)

⚠ NA — Use Augusta altimeter setting.	MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct ALD VOR and hold.
JACKSONVILLE CENTER **132.5 363.2**	UNICOM **122.8** (CTAF) Ⓛ







CATEGORY	A	B	C	D
CIRCLING	700-1	539 (600-1)	700-1½ 539 (600-1½)	740-2 579 (600-2)

FAF to MAP 1.1 NM

Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-AND	APP CRS	Rwy Idg	6002
111.9	051°	TDZE	758
		Apt Elev	782

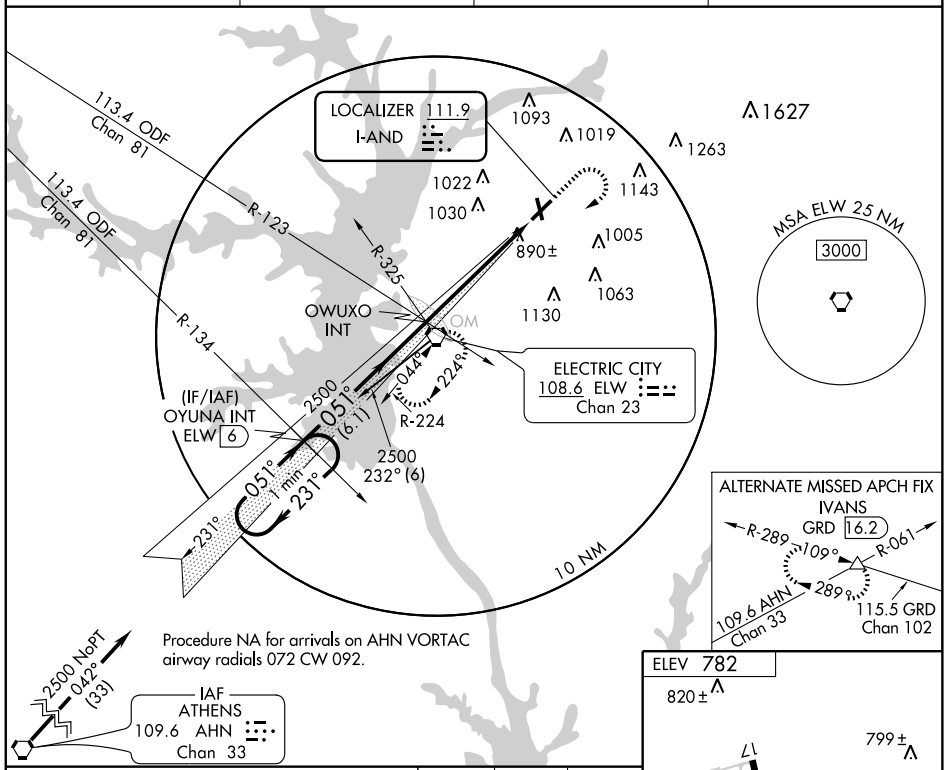
ILS or LOC RWY 5
ANDERSON RGNL (AND)

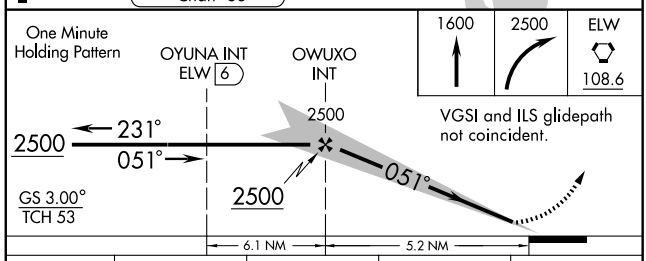
If local altimeter setting not received, use Clemson altimeter setting and increase all DAs/MDAs 60 feet.

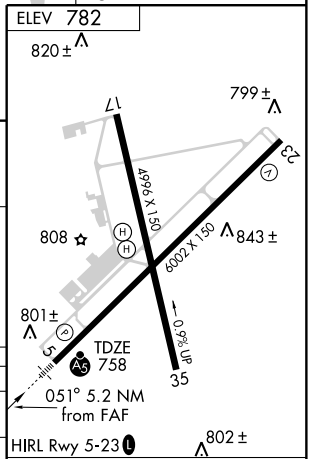
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct ELW VORTAC and hold.

ASOS	GREER APP CON★	CTAF	UNICOM
120.675	118.8 385.4	123.6 L	122.95







CATEGORY	A	B	C	D
S-ILS 5	958-½ 200 (200-½)			
S-LOC 5	1200-½ 442 (500-½)		1200-¾ 442 (500-¾)	1200-1 442 (500-1)
CIRCLING	1260-1 478 (500-1)		1260-1½ 478 (500-1½)	1340-2 558 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6002
CH 62901	051°	TDZE	758
W05A		Apt Elev	782

RNAV (GPS) RWY 5

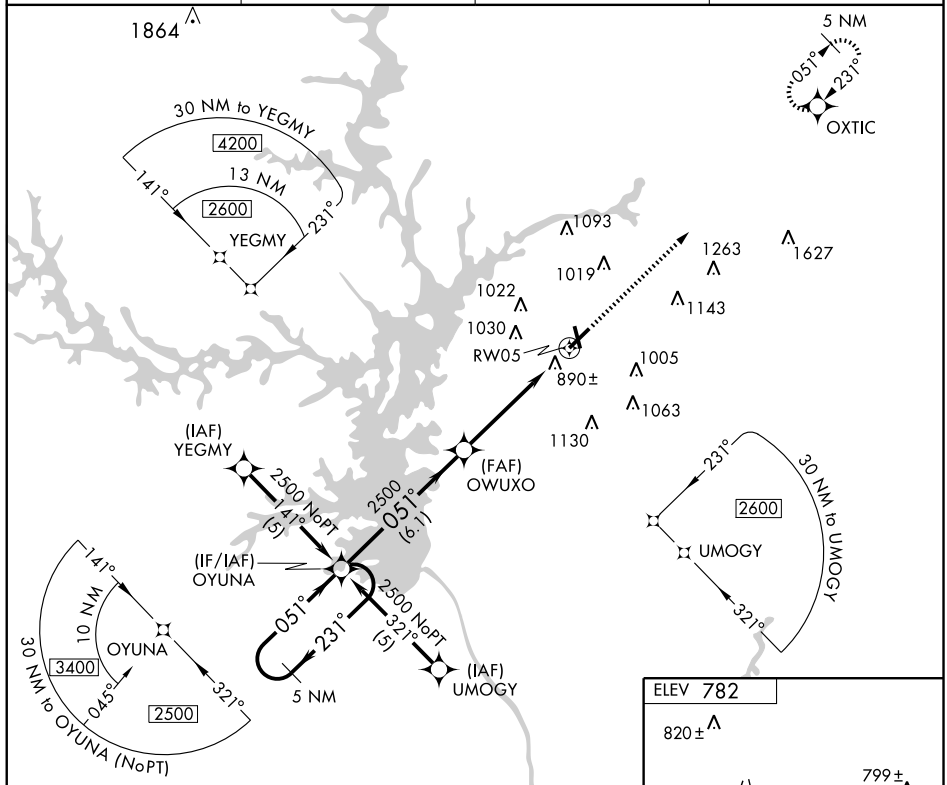
ANDERSON RGNL (AND)

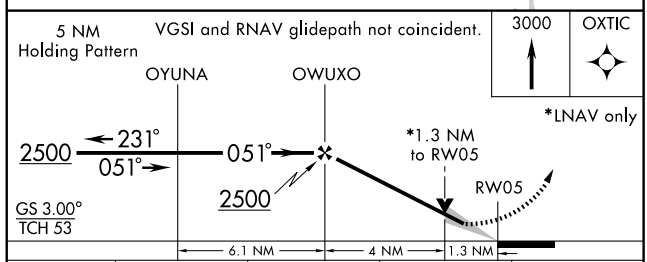
If local altimeter setting not received, use Clemson altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA.

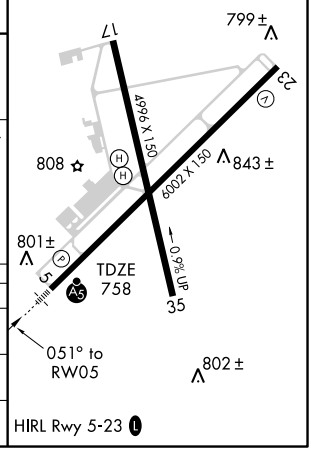
MALSR

MISSED APPROACH: Climb to 3000 direct OXTIC and hold.

ASOS	GREER APP CON ★	CTAF	UNICOM
120.675	118.8 385.4	123.6 L	122.95







CATEGORY	A	B	C	D
LPV DA	958-½ 200 (200-½)			
LNAV MDA	1200-½ 442 (500-½)		1200-¾ 442 (500-¾)	1200-1 442 (500-1)
CIRCLING	1260-1 478 (500-1)		1260-1½ 478 (500-1½)	1340-2 558 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4996
171°	TDZE	782
	Apt Elev	782

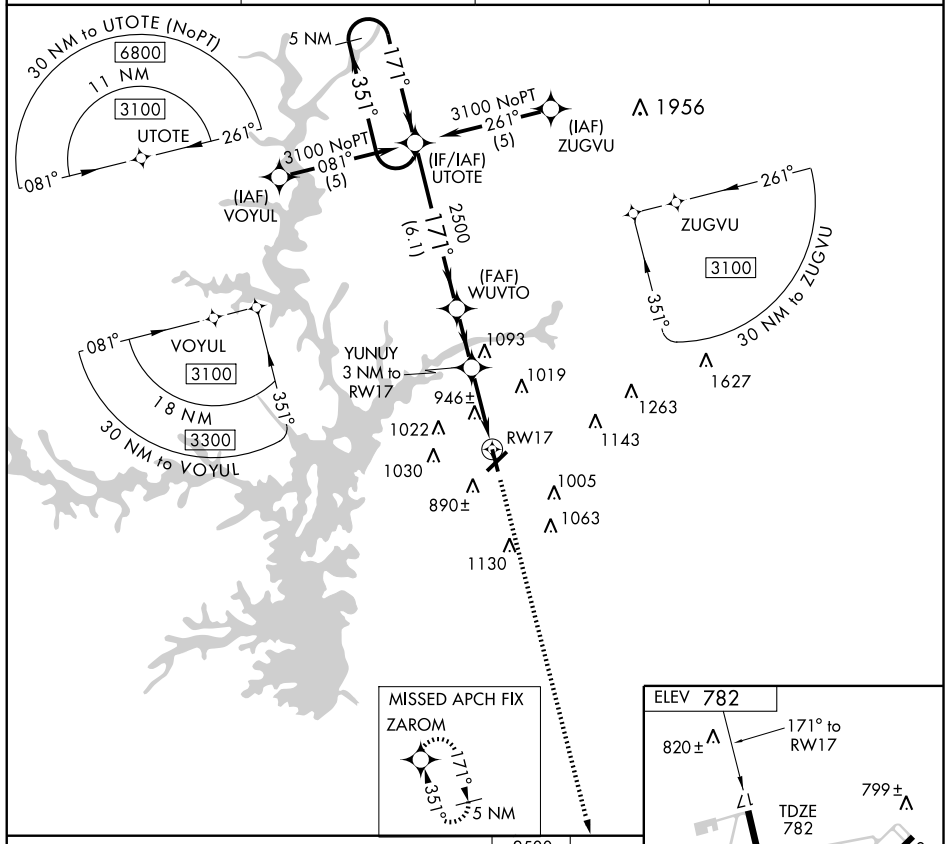
RNAV (GPS) RWY 17

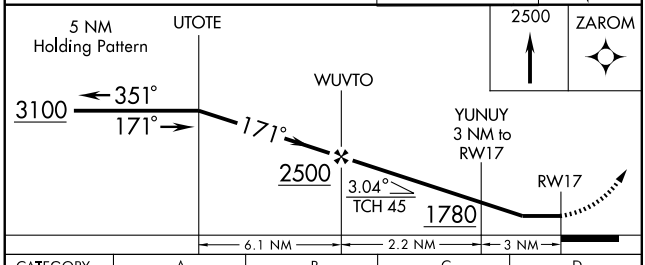
ANDERSON RGNL (AND)

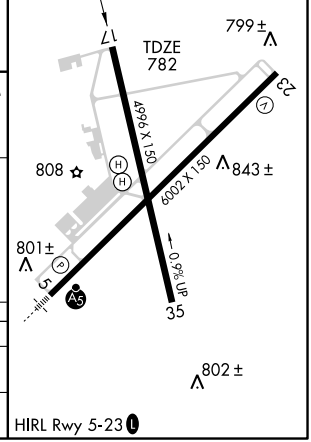
If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. Straight-in minimums NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct ZAROM and hold.

ASOS	GREER APP CON ★	CTAF	UNICOM
120.675	118.8 385.4	123.6 L	122.95







CATEGORY	A	B	C	D
LNAV MDA	1200-1	418 (500-1)	1200-1¼	418 (500-1¼)
CIRCLING	1260-1	478 (500-1)	1260-1½ 478 (500-1½)	1340-2 558 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6002
231°	TDZE	754
	Apt Elev	782

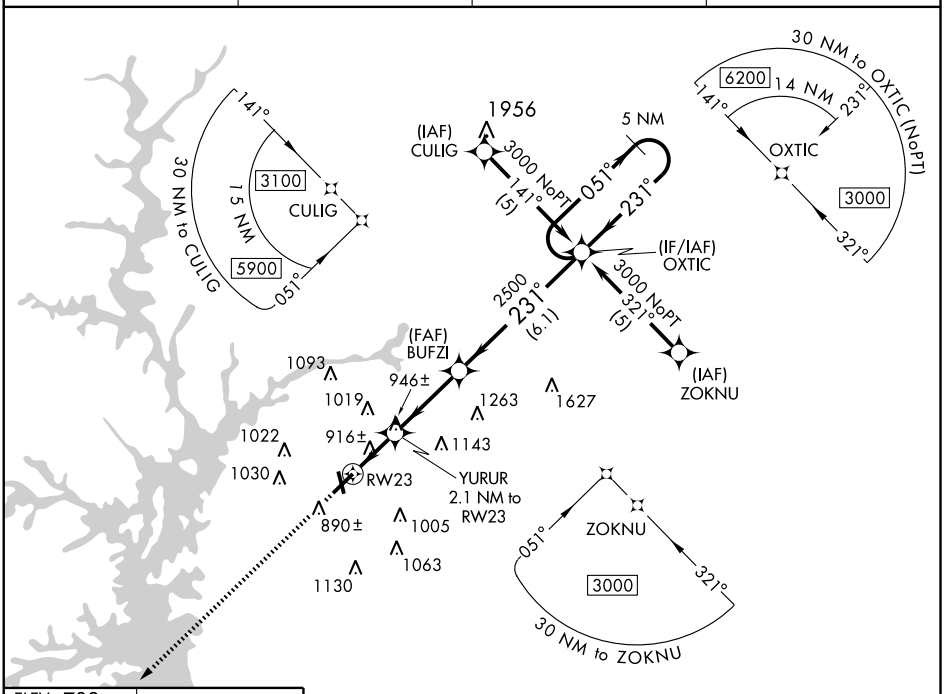
RNAV (GPS) RWY 23

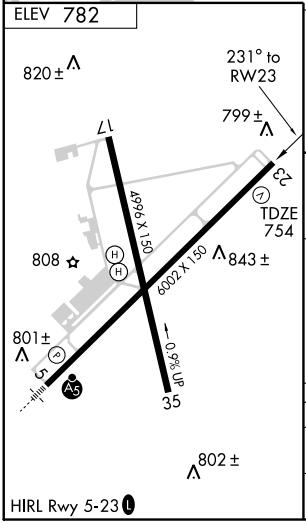
ANDERSON RGNL (AND)

If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

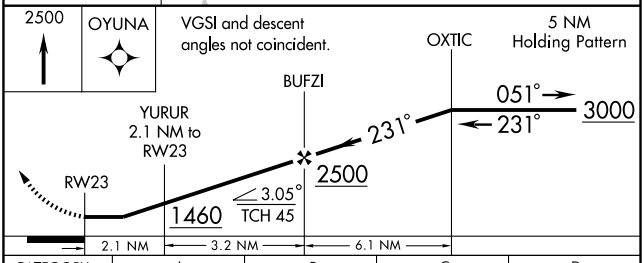
MISSED APPROACH: Climb to 2500 direct OYUNA and hold.

ASOS	GREER APP CON ★	CTAF	UNICOM
120.675	118.8 385.4	123.6 L	122.95









CATEGORY	A	B	C	D
LNAV MDA	1180-1	426 (400-1)	1180-1¼	426 (400-1¼)
CIRCLING	1260-1	478 (500-1)	1260-1½ 478 (500-1½)	1340-2 558 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS		
351°	Rwy Idg	4996
	TDZE	762
	Apt Elev	782

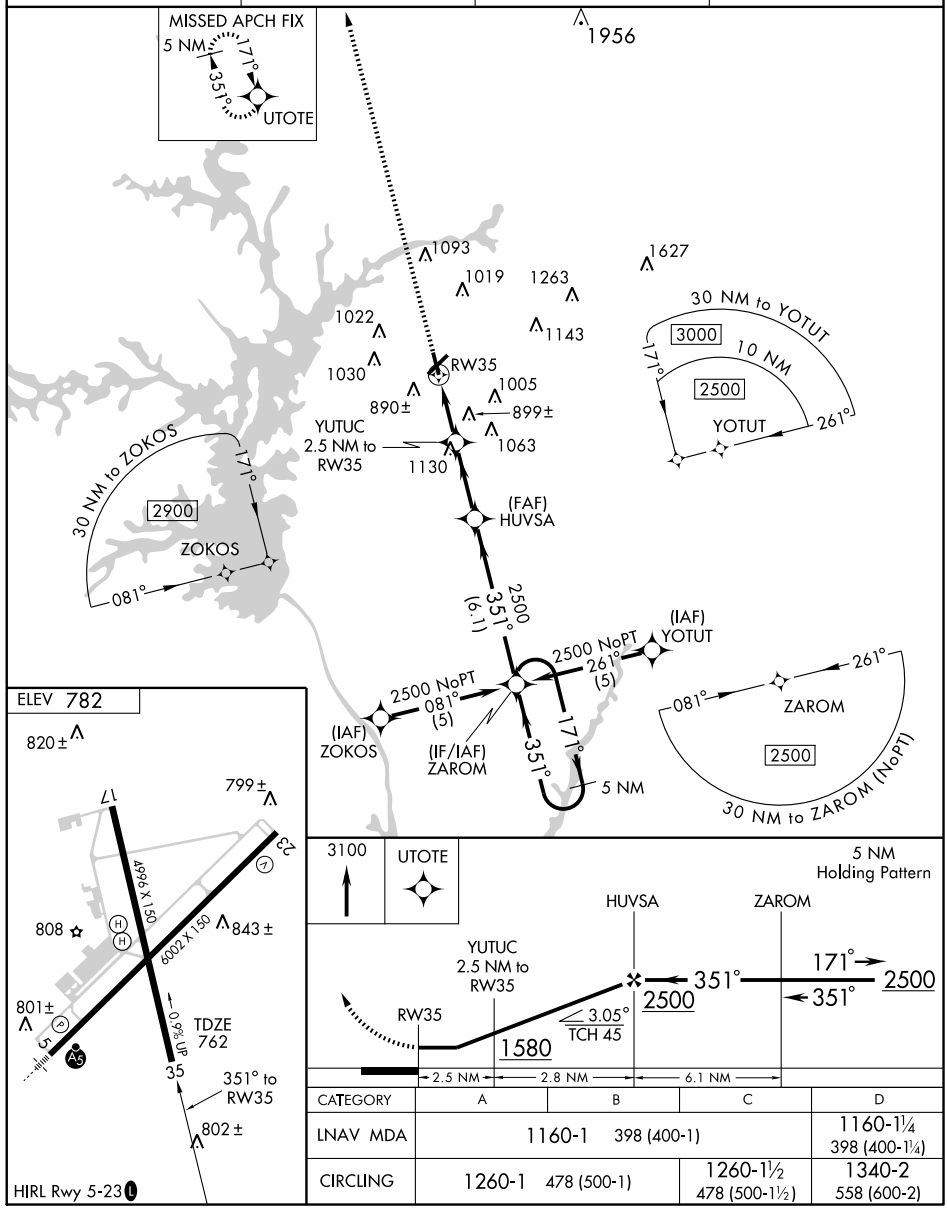
RNAV (GPS) RWY 35

ANDERSON RGNL (AND)

If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct UTOTE and hold.

ASOS	GREER APP CON ★	CTAF	UNICOM
120.675	118.8 385.4	123.6 (L)	122.95



CATEGORY	A	B	C	D
LNAV MDA	1160-1 398 (400-1)			1160-1¼ 398 (400-1¼)
CIRCLING	1260-1 478 (500-1)		1260-1½ 478 (500-1½)	1340-2 558 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC ELW	APP CRS	Rwy Idg	6002
108.6	039°	TDZE	758
Chan 23		Apt Elev	782

VOR RWY 5

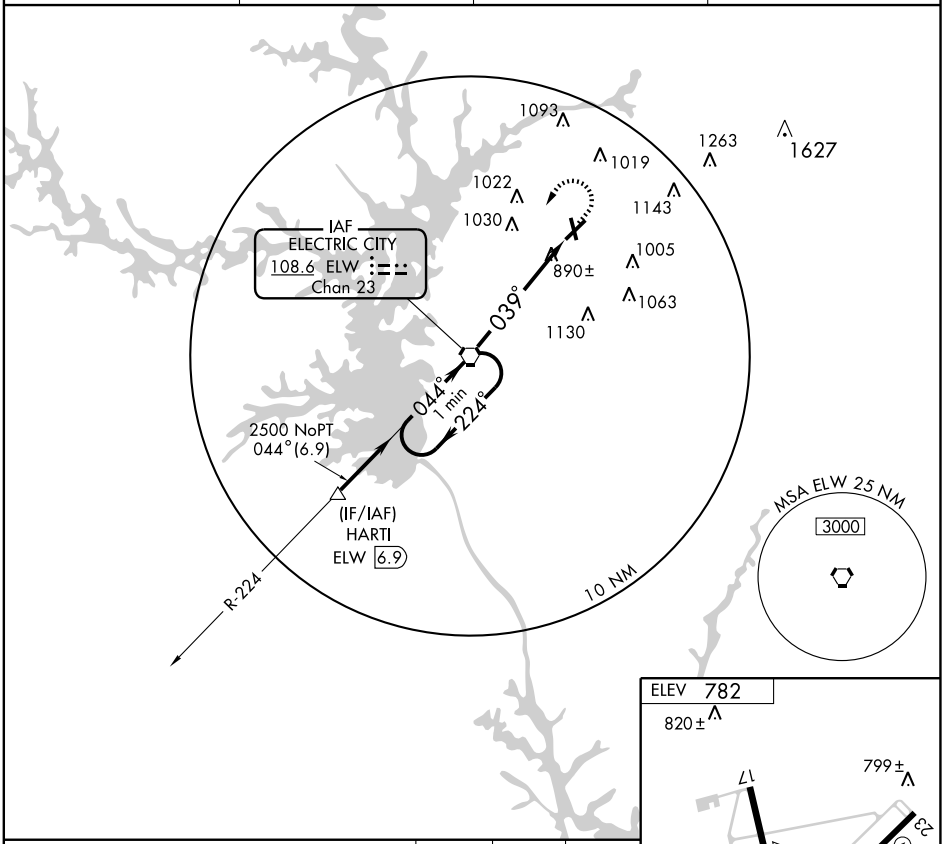
ANDERSON RGNL (AND)

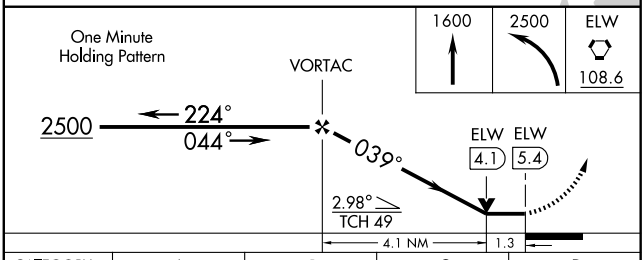
If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. VDP NA when using Clemson altimeter setting.

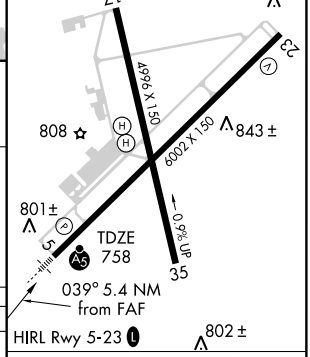
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct ELW VORTAC and hold.

ASOS	GREER APP CON ★	CTAF	UNICOM
120.675	118.8 385.4	123.6 L	122.95







CATEGORY	A	B	C	D
S-5	1200-½ 442 (500-½)		1200-¾ 442 (500-¾)	1200-1 442 (500-1)
CIRCLING	1260-1 478 (500-1)		1260-1½ 478 (500-1½)	1340-2 558 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB PHH	APP CRS	Rwy ldg	3001
255	354°	TDZE	27
		Apt Elev	27

NDB RWY 36

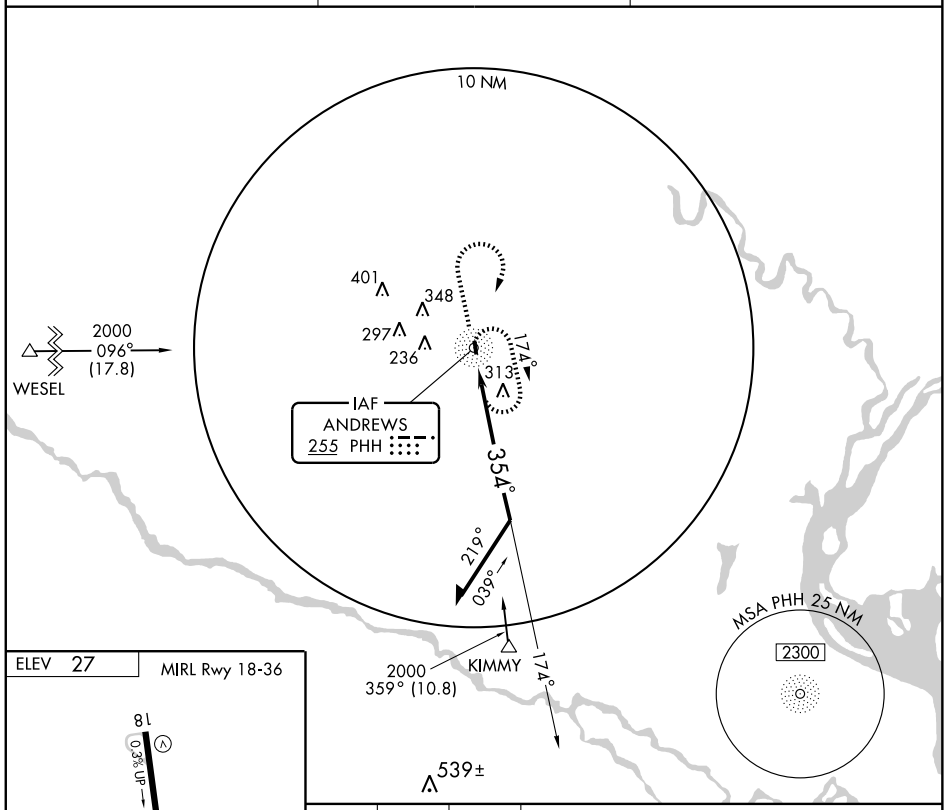
ANDREWS/ ROBERT F. SWINNIE (PHH)

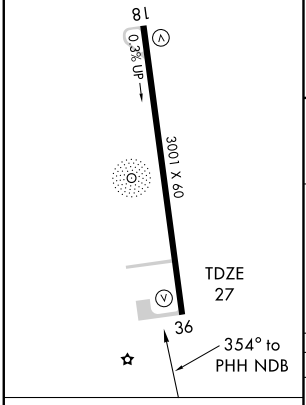
NA

Use Myrtle Beach altimeter setting.

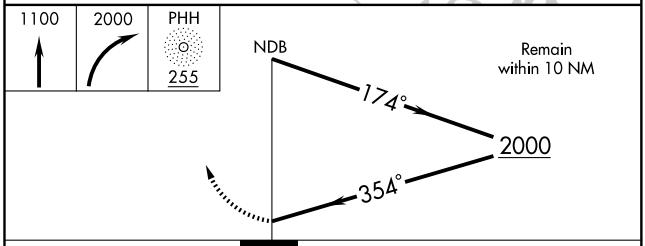
MISSED APPROACH: Climbing to 1100 then climbing right turn to 2000 direct to PHH NDB and hold

MYRTLE BEACH AWOS-3	MYRTLE BEACH APP CON	CTAF
124.5	127.4 257.95	122.9





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-36	740-1	713 (800-1)	740-2 713 (800-2)	NA
CIRCLING	740-1	713 (800-1)	740-2 713 (800-2)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5119
165°	TDZE	246
	Apt Elev	246

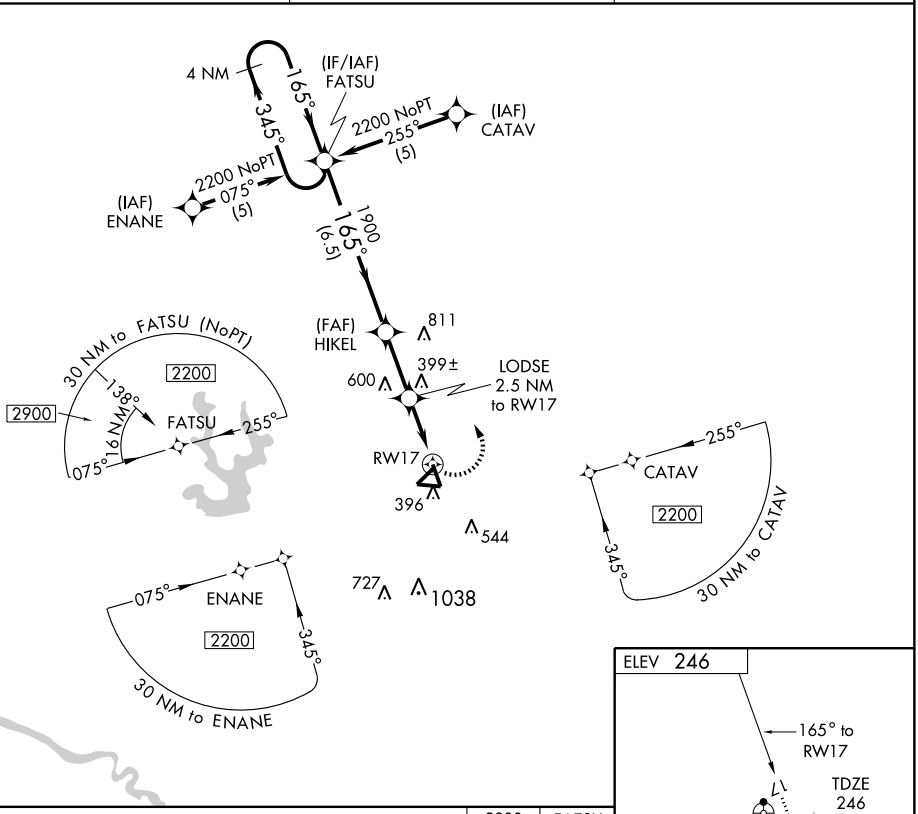
RNAV (GPS) RWY 17

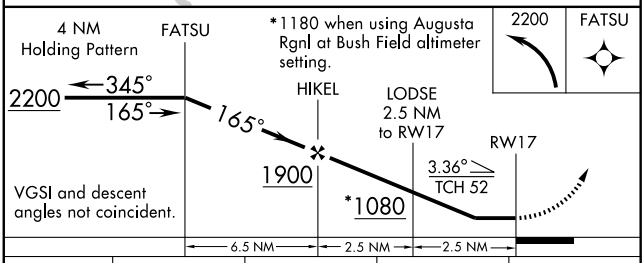
BARNWELL RGNL (BNL)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 100 feet.
When VGSI inop, straight-in/circling Rwy 17 NA at night.

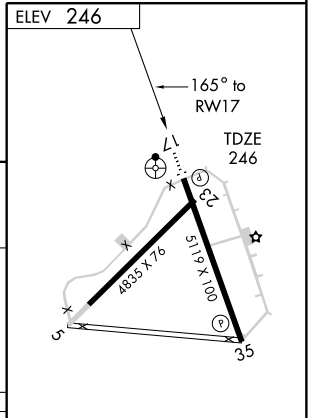
MISSED APPROACH: Climbing left turn to 2200 direct FATSU and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.775	132.5 363.2	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	660-1 414 (500-1)		660-1¼ 414 (500-1¼)	
CIRCLING	700-1 454 (500-1)		700-1½ 454 (500-1½)	900-2 654 (700-2)



REIL Rwy 17
MIRL Rwy 17-35

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5119
345°	TDZE	246
	Apt Elev	246

RNAV (GPS) RWY 35

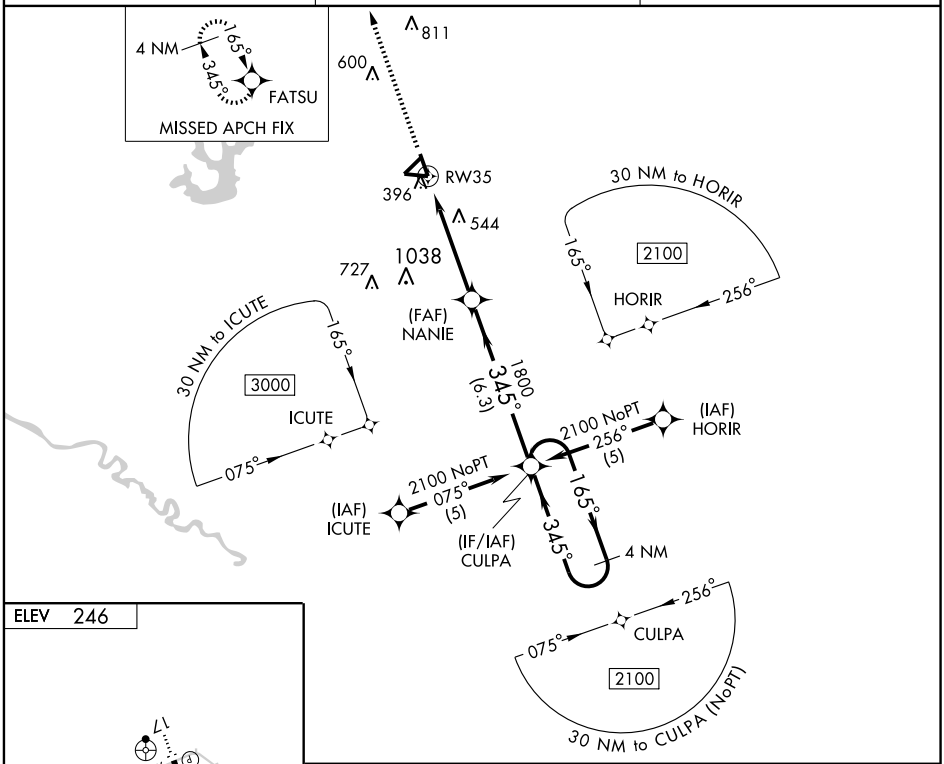
BARNWELL RGNL (BNL)

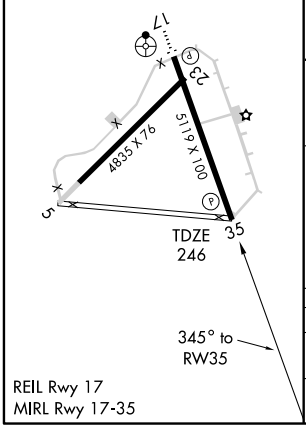
NA

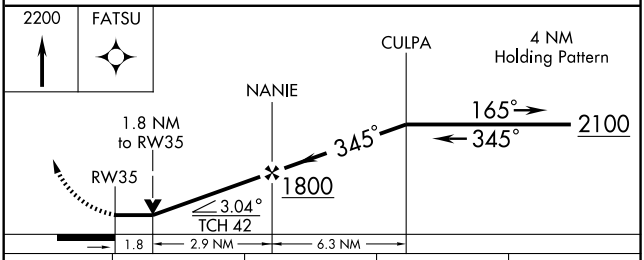
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 100 feet and increase LNAV Cat. C/D visibilities ¼ mile, Circling Cat. C visibility ¼ mile and Cat. D visibility ½ mile.
VDP NA when using Augusta Rgnl at Bush Field altimeter setting.

MISSED APPROACH: Climb to 2200 direct FATSU and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.775	132.5 363.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	860-1 614 (700-1)		860-1¾ 614 (700-1¾)	860-2 614 (700-2)
CIRCLING	860-1 614 (700-1)		860-1¾ 614 (700-1¾)	900-2 654 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

BEAUFORT, SOUTH CAROLINA AL-6755 (FAA)

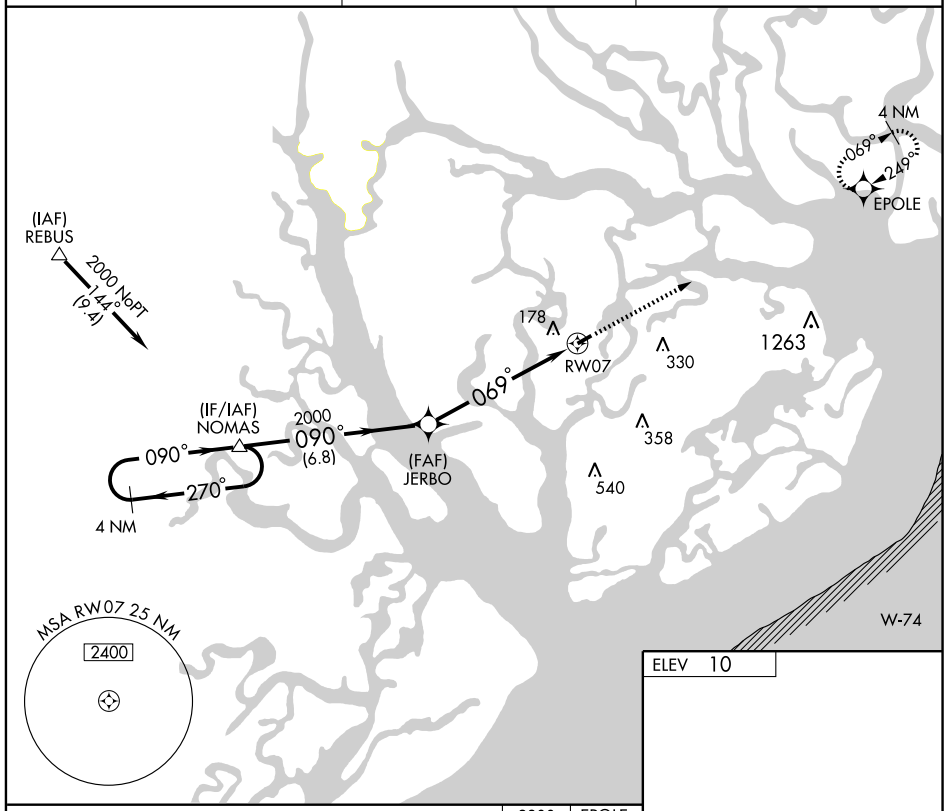
APP CRS	Rwy Idg	3434
069°	TDZE	10
	Apt Elev	10

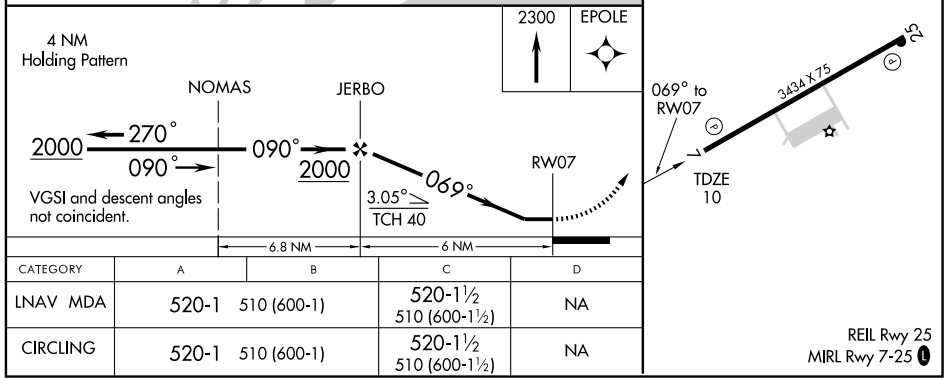
RNAV (GPS) RWY 7
BEAUFORT COUNTY (ARW)

Use Beaufort MCAS/Merritt Field altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct EPOLE WP and hold.

AWOS-3	BEAUFORT APP CON ★	UNICOM
119.675	118.45 292.125	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	520-1	510 (600-1)	520-1½ 510 (600-1½)	NA
CIRCLING	520-1	510 (600-1)	520-1½ 510 (600-1½)	NA

REIL Rwy 25
MIRL Rwy 7-25 L

SE-2, 17 DEC 2009 to 14 JAN 2010

BEAUFORT, SOUTH CAROLINA AL-6755 (FAA)

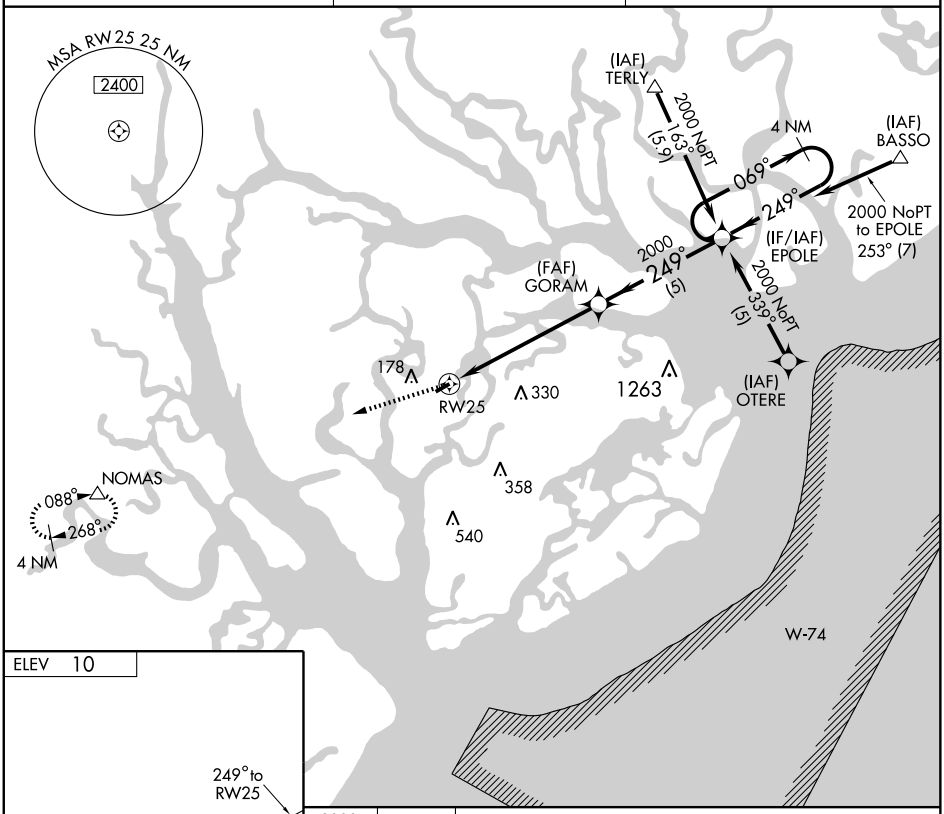
APP CRS	Rwy Idg	3434
249°	TDZE	10
	Apt Elev	10

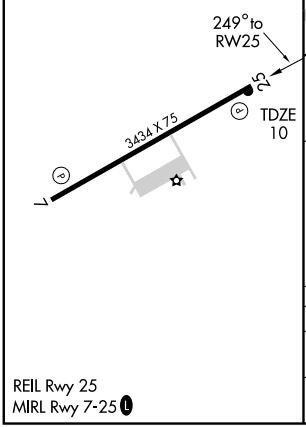
RNAV (GPS) RWY 25
BEAUFORT COUNTY (ARW)

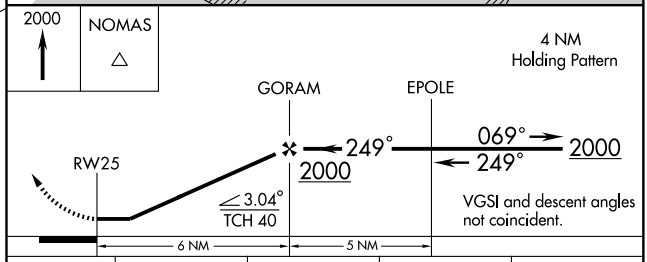
Use Beaufort MCAS/Merritt Field altimeter setting.
NA
GPS or RNP-0.3 Required.
ASR
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct to NOMAS WP and hold.

AWOS-3	BEAUFORT APP CON★	UNICOM
119.675	118.45 292.125	122.7 (CTAF) L



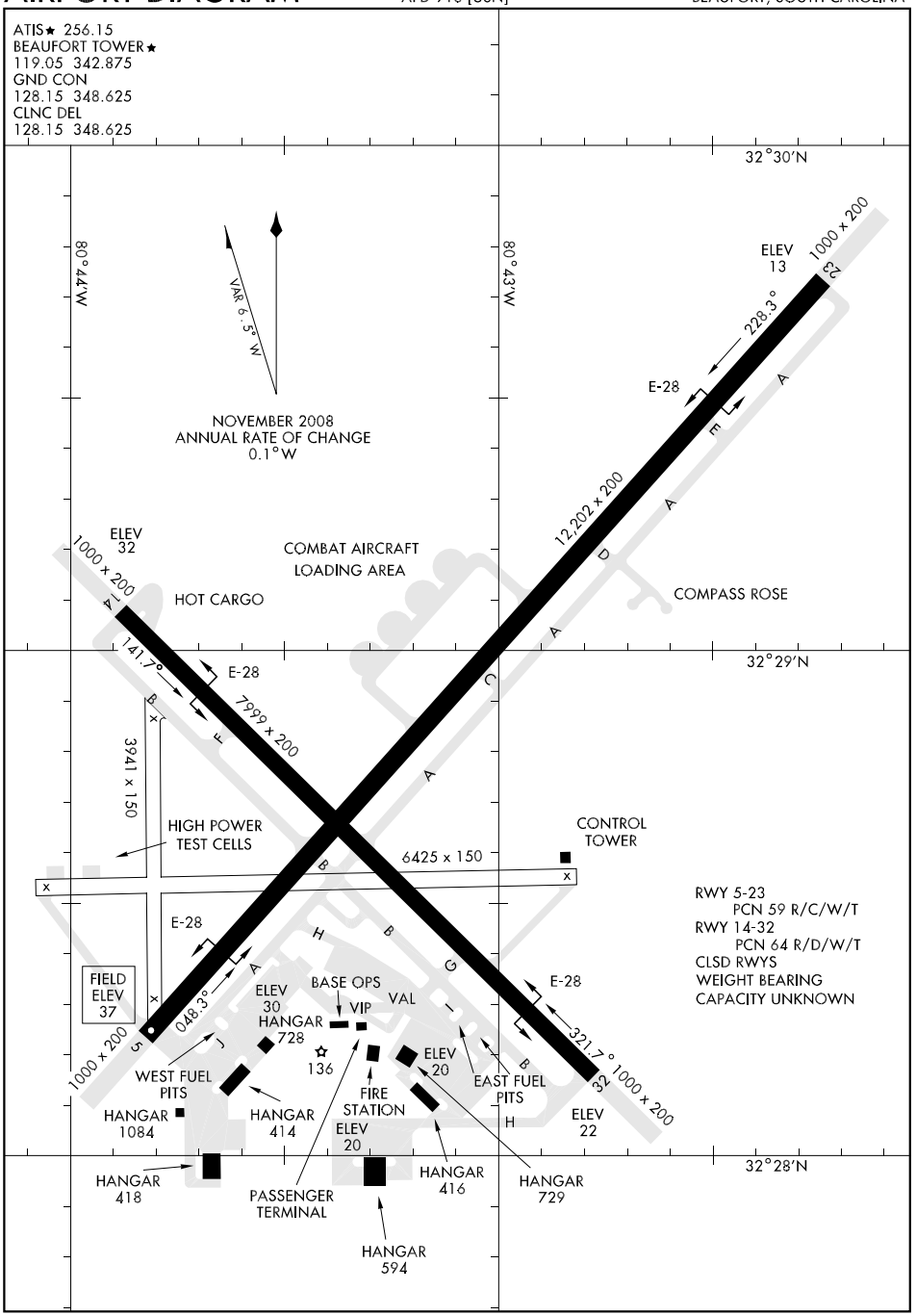




CATEGORY	A	B	C	D
LNAV MDA	420-1	410 (500-1)	420-1¼ 410 (500-1¼)	NA
CIRCLING	500-1	490 (500-1)	500-1½ 490 (500-1½)	NA

REIL Rwy 25
MIRL Rwy 7-25 L

SE-2. 17 DEC 2009 to 14 JAN 2010


ATIS★ 256.15
BEAUFORT TOWER★
119.05 342.875
GND CON
128.15 348.625
CLNC DEL
128.15 348.625
32°30′N
32°29′N
32°28′N
80°44′W
80°43′W
VAR 6.5° W
NOVEMBER 2008
ANNUAL RATE OF CHANGE
0.1° W
ELEV 13
1000 x 200
23
228.3°
E-28
12,202 x 200
ELEV 32
1000 x 200
14
141.7°
E-28
7999 x 200
3941 x 150
COMBAT AIRCRAFT
LOADING AREA
HOT CARGO
COMPASS ROSE
HIGH POWER
TEST CELLS
CONTROL
TOWER
6425 x 150
RWY 5-23
PCN 59 R/C/W/T
RWY 14-32
PCN 64 R/D/W/T
CLSD RWYS
WEIGHT BEARING
CAPACITY UNKNOWN
FIELD
ELEV
37
E-28
048.3°
1000 x 200
5
ELEV
30
BASE OPS
VIP
VAL
HANGAR
728
136
E-28
321.7°
1000 x 200
32
WEST FUEL
PITS
FIRE
STATION
ELEV
20
EAST FUEL
PITS
ELEV
22
HANGAR
1084
HANGAR
414
ELEV
20
HANGAR
418
PASSENGER
TERMINAL
HANGAR
416
HANGAR
729
HANGAR
594

HI-TACAN X RWY 23

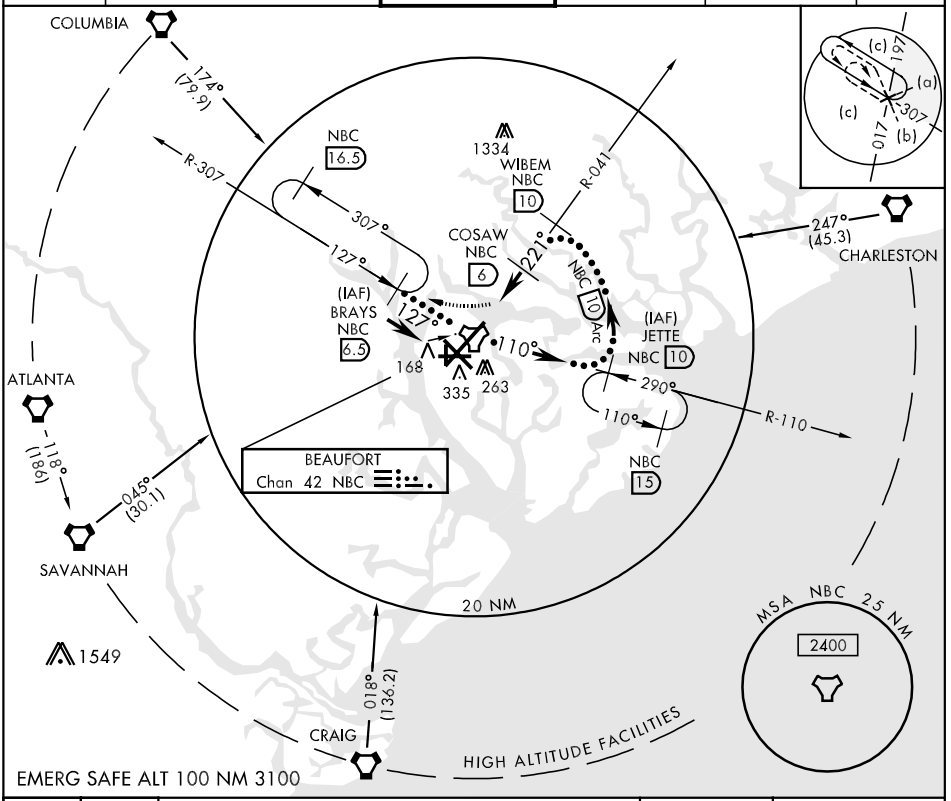
TACAN	APCH CRS	Rwy Idg / TDZE / Arpt Elev	JAL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)
NBC Chan 42	221°	12,202 / 16 / 37		

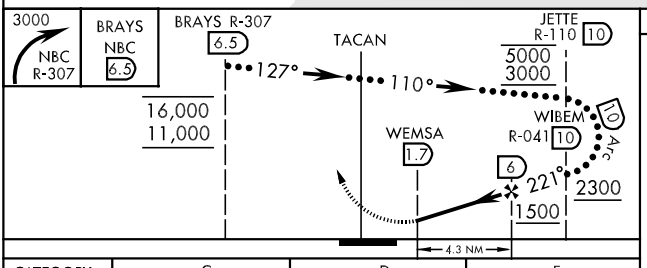
* When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles; PAR CAT CDE vis to ½ mile.

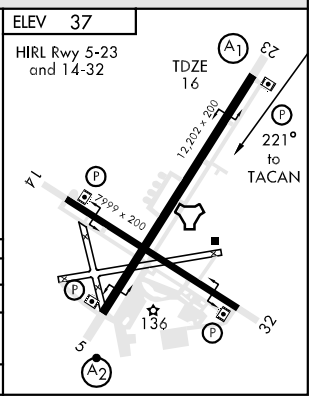
ALSF-1 (A1)

MISSED APPROACH: Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000) 118.45 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	







CATEGORY	C	D	E
S-23 *	360-¾	344	(400-¾)
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 23 *	116-¼	100 (100-¼)	GS 3.00°

HI-TACAN Y RWY 14

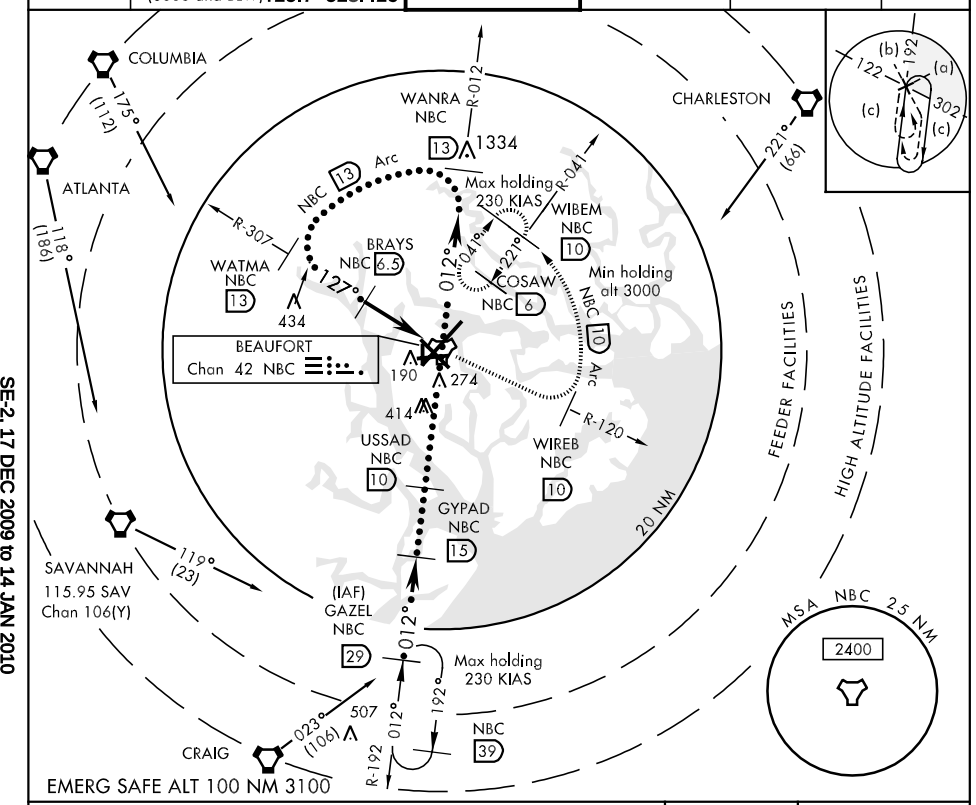
TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NBC Chan **42**	**127°**	**7999**	**32**	**37**

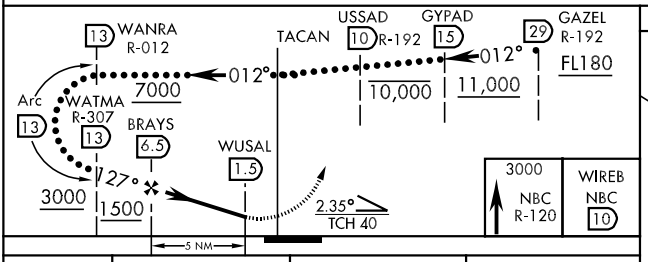
JAL-916 [USN]

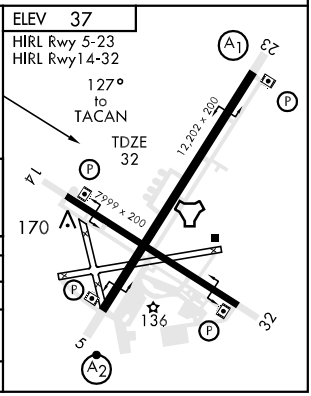
BEAUFORT MCAS (MERRITT FLD) (KNBC)

MISSED APPROACH: Climb to 3000 on NBC TACAN R-120 to NBC 10 DME (WIREB), arc E of NBC TACAN via 10 mile arc to NBC R-041/10 DME (WIBEM), then via NBC R-041 to 6 DME (COSAW) and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000)**118.45 292.125** (3000 and BLW)**123.7 328.425**	**119.05 342.875**	**128.15 348.625**	**128.15 348.625**	







CATEGORY	C	D	E
S-14	420-1 388 (400-1)	420-1¼ 388 (400-1¼)	
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 14	132-½ 100 (100-½) GS 3.0°		

HI-TACAN Y RWY 23

TACAN	APCH CRS	Rwy ldg	12,202
NBC		TDZE	16
Chan 42	221°	Arpt Elev	37

JAL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

* When ALS inop, increase vis (TACAN) CAT C to 1 mile, DE to 1¼ miles; PAR to ½ mile.

ALSF-1 (A1)

MISSED APPROACH: Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000) 118.45 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	

CAUTION: Intmed seg len 4 NM.

COLUMBIA 175° (112)

ATLANTA 118° (186)

CHARLESTON 221° (66)

SAVANNAH 115.95 SAV Chan 106(Y) 119° (23)

CRAIG 023° (106)

1334

R-012

R-041

R-307

R-192

WEKDU NBC 10

NBC 10.5

WIBEM NBC 10

COSAW NBC 6

BRAYS NBC 6.5

Max holding 230 KIAS

307° 127°

012° 221°

335 263

BEAUFORT Chan 42 NBC

USSAD NBC 10

GYPAD NBC 15

(IAF) GAZEL NBC 29

Max holding 230 KIAS

012° 192°

NBC 39

20 NM

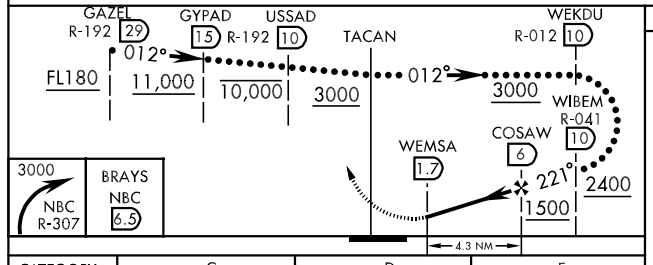
FEEDER FACILITIES

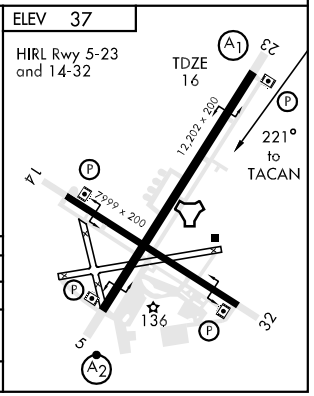
HIGH ALTITUDE FACILITIES

MSA NBC 25 NM

2400

EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-23 *	360-¾	344 (400-¾)	
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 23 *	116-¼	100 (100-¼) GS 3.0°	

HI-TACAN Z RWY 14

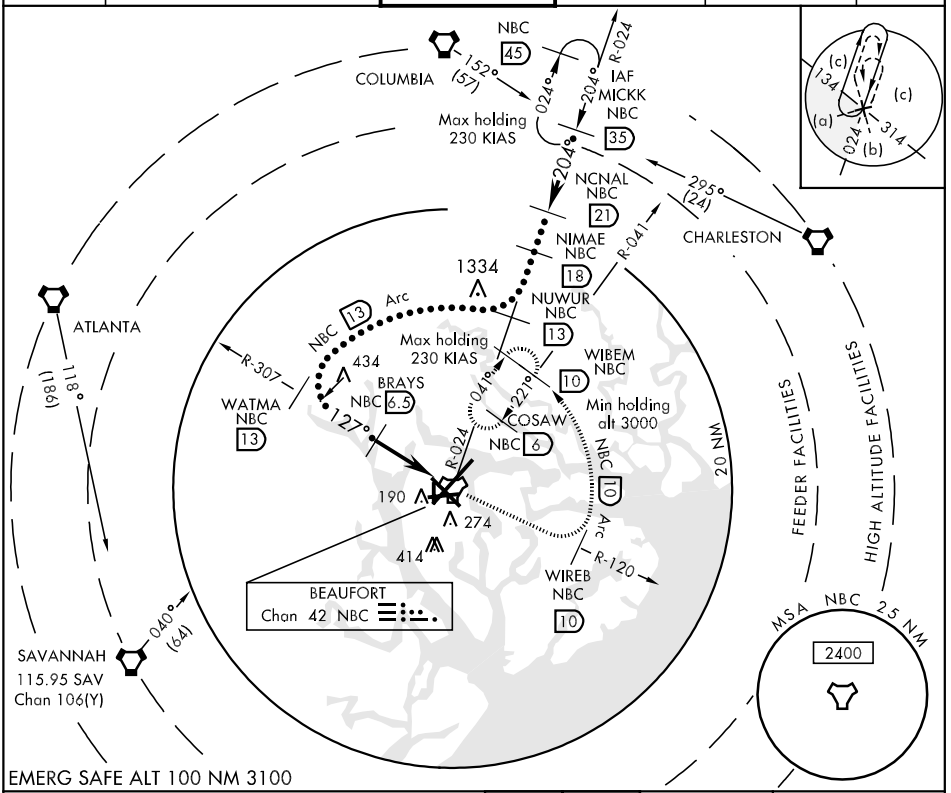
TACAN	APCH CRS	Rwy ldg	7999
NBC Chan 42	127°	TDZE	32
		Arpt Elev	37

JAL-916 [USN]

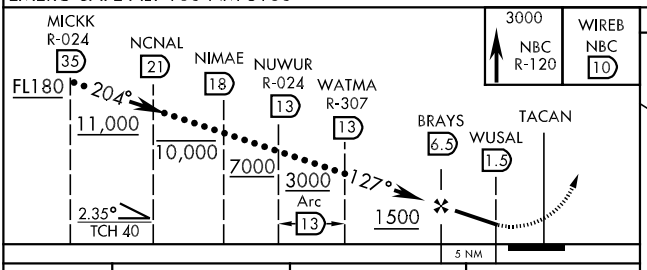
BEAUFORT MCAS (MERRITT FLD) (KNBC)

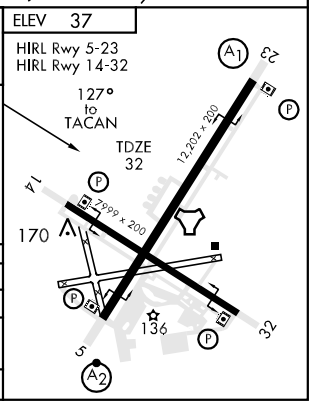
MISSED APPROACH: Climb to 3000 on NBC TACAN R-120 to NBC 10 DME (WIREB), arc E of NBC TACAN via 10 mile arc to NBC R-041/10 DME (WIBEM), then via NBC R-041 to 6 DME (COSAW) and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000)118.45 292.125 (3000 and BLW)123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-14	420-1 388 (400-1)	420-1¼ 388 (400-1¼)	
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 14	132-½ 100 (100-½) GS 3.0°		

HI-TACAN Z RWY 23

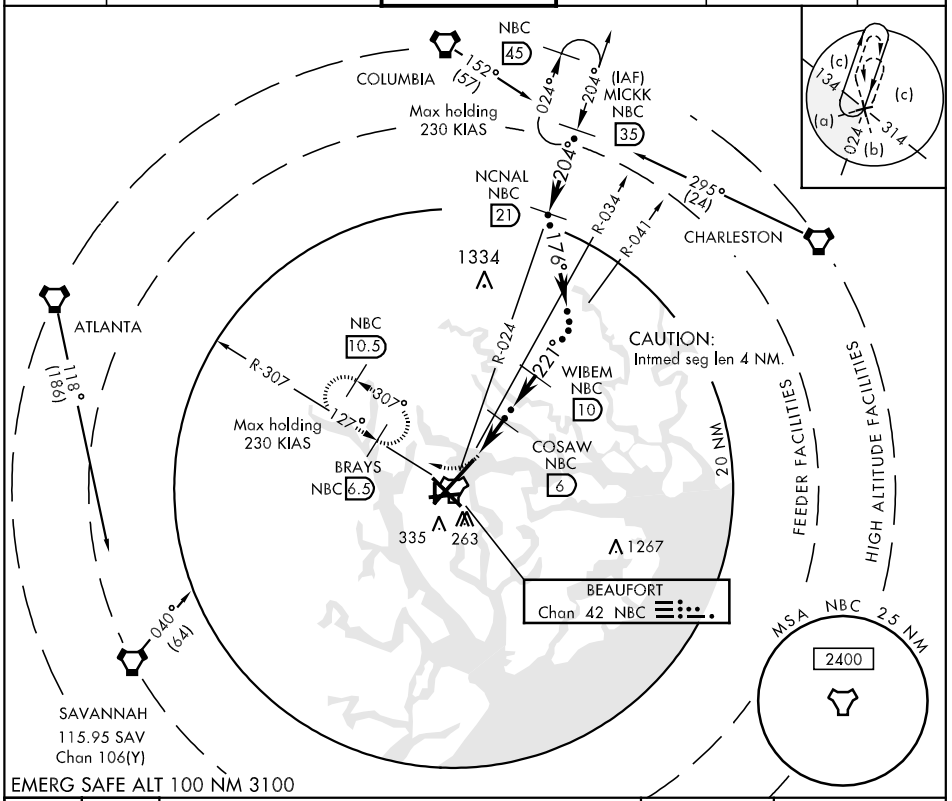
TACAN NBC Chan 42	APCH CRS 221°	Rwy ldg 12,202 TDZE 16 Arpt Elev 37	JAL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)

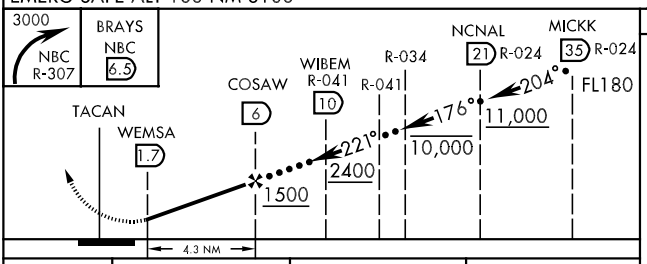
* When ALS inop, increase vis (TACAN) CAT C to 1 mile, DE to 1¼ miles; PAR to ½ mile.

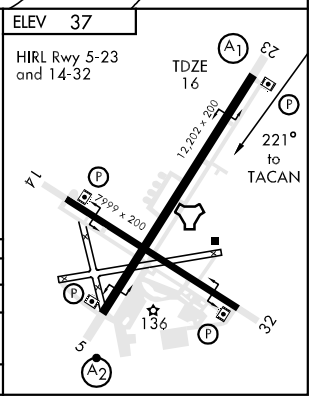
ALSF-1 (A1)

MISSED APPROACH: Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000)118.45 292.125 (3000 and BLW)123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	







CATEGORY	C	D	E
S-23 *	360-¾	344	(400-¾)
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 23 *	116-¼	100 (100-¼) GS 3.0°	

TACAN RWY 5

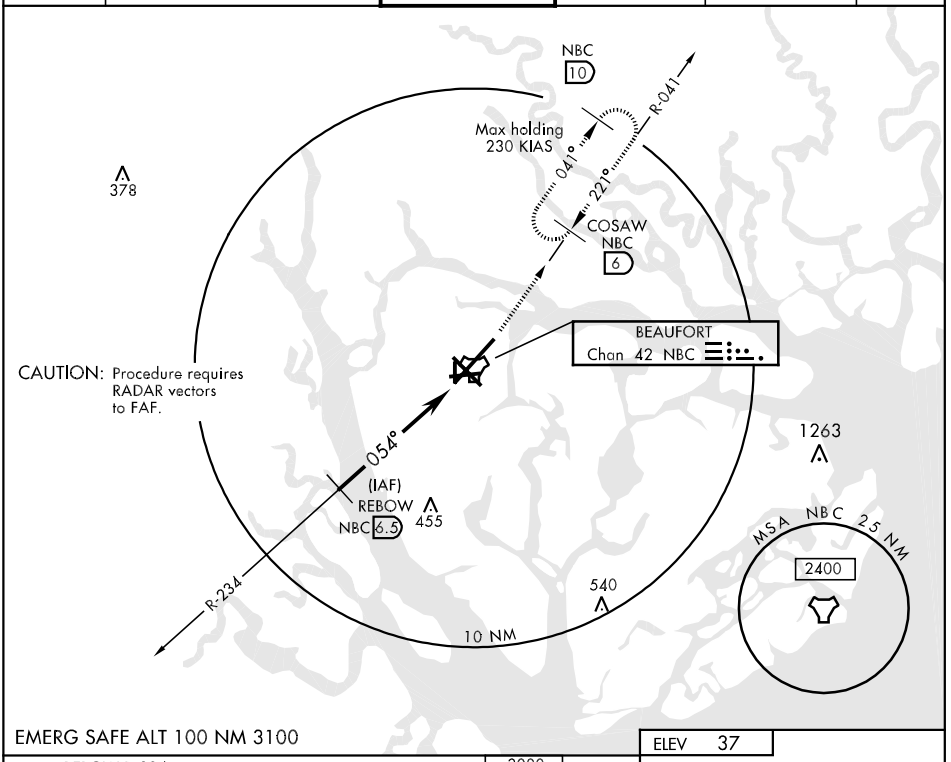
TACAN NBC Chan 42	APCH CRS 054°	Rwy ldg 12,202 TDZE 37 Arpt Elev 37	AL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)

* When ALS inop, increase vis (TACAN) CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles; PAR to ½ mile.

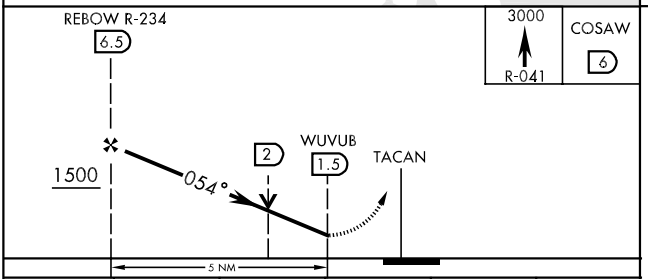
SALSF (A2)

MISSED APPROACH: Climb to 3000 on NBC TACAN R-041 to COSAW and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000)118.45 292.125 (3000 and BLW)123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	

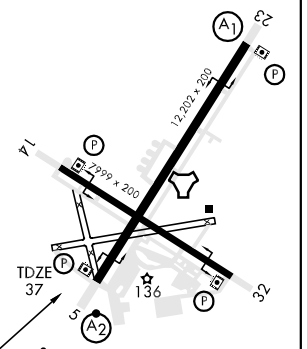


EMERG SAFE ALT 100 NM 3100



ELEV 37

HIRL Rwy 5-23 and 14-32



CATEGORY	A	B	C	D	E
S-5 ★	440-¾ 403 (500-¾)		440-1 403 (500-1)		440-1¼ 403 (500-1¼)
CIRCLING	500-1 463 (500-1)		500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 5 ★	137-¼ 100 (100-¼) GS 3.0°				

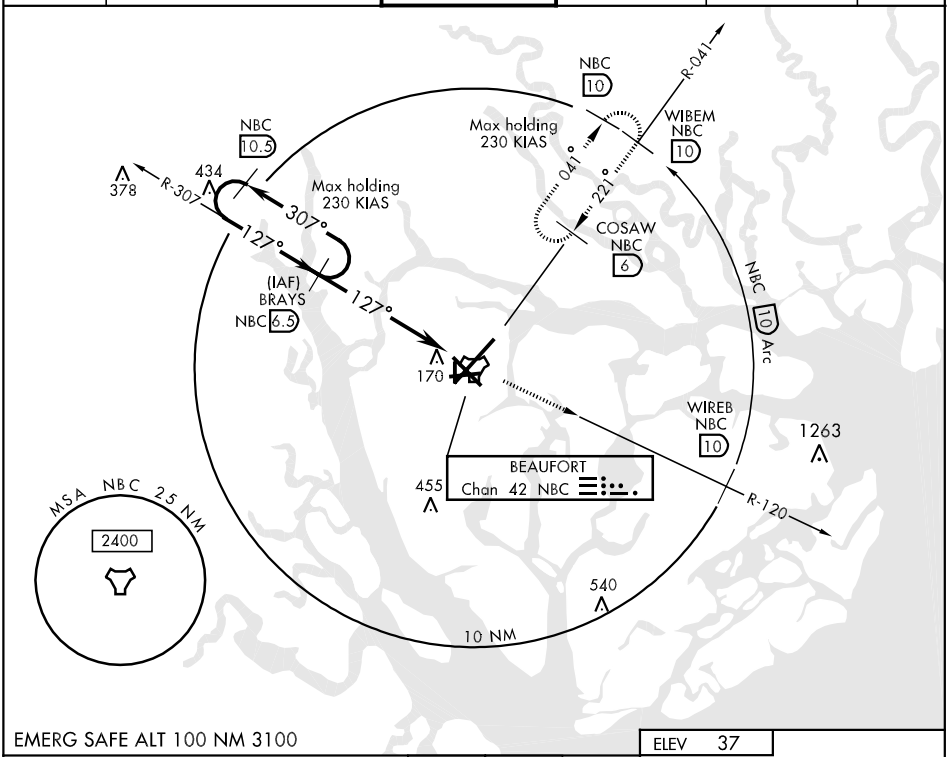
32° 29′N-80° 43′W

TACAN RWY 14

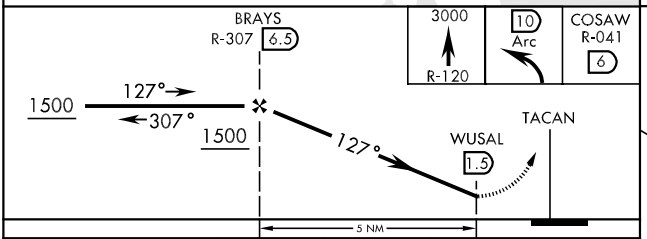
TACAN NBC Chan 42	APCH CRS 127°	Rwy Idg 7999 TDZE 32 Arpt Elev 37	AL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)

MISSED APPROACH: Climb to 3000 on R-120 to WIREB, arc E on 10 mile arc to WIBEM then, via NBC R-041 to COSAW and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000)118.45 292.125 (3000 and BLW)123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	



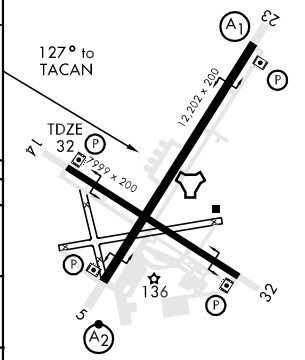
EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D	E
S-14	420-1 388 (400-1)			420-1¼ 388 (400-1¼)	
CIRCLING	500-1 463 (500-1)		500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 14	132-½ 100 (100-½) GS 3.0°				

ELEV 37

HIRL Rwy 5-23 and 14-32



SE-2, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 23

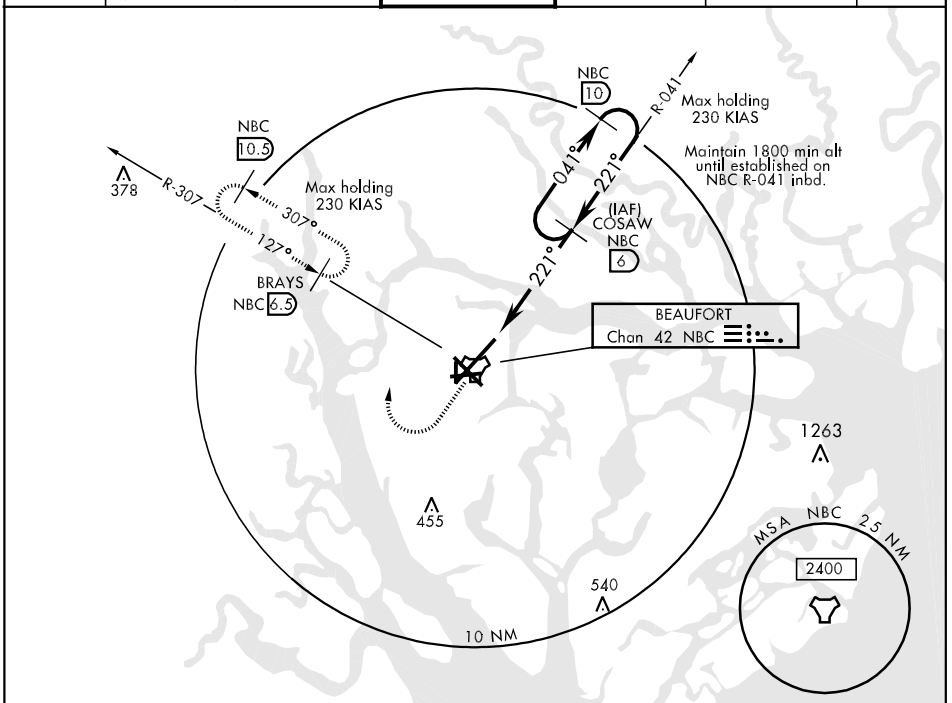
TACAN NBC Chan 42	APCH CRS 221°	Rwy ldg 12,202 TDZE 16 Arpt Elev 37	AL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)

* When ALS inop, increase vis (TACAN) CAT ABC to 1 mile, DE to 1¼ miles; PAR to ½ mile.

ALSF-1

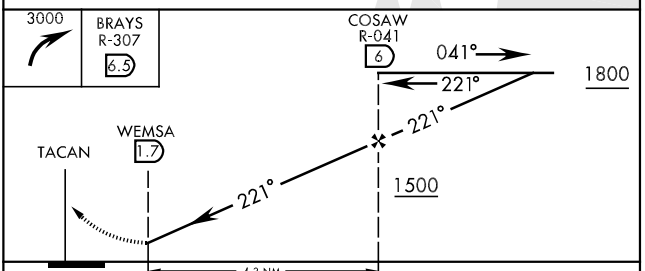
MISSED APPROACH: Climbing right turn to 3000, join NBC TACAN R-307 direct BRAYS and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000)118.45 292.125 (3000 and BLW)123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	



SE-2, 17 DEC 2009 to 14 JAN 2010

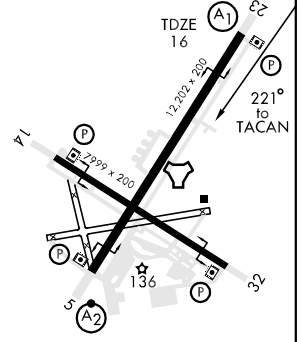
EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D	E
S-23 *	360-½ 344 (400-½)		360-¾ 344 (400-¾)		
CIRCLING	500-1 463 (500-1)		500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 23 *	116-¼ 100 (100-¼) GS 3.0°				

ELEV 37

HIRL Rwy 5-23 and 14-32



32° 29′N-80° 43′W

BEAUFORT MCAS (MERRITT FLD) (KNBC)
TACAN RWY 23

NDB BES 230	APP CRS 072°	Rwy Idg 5003 TDZE 146 Apt Elev 146

BENNETTSVILLE/
MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

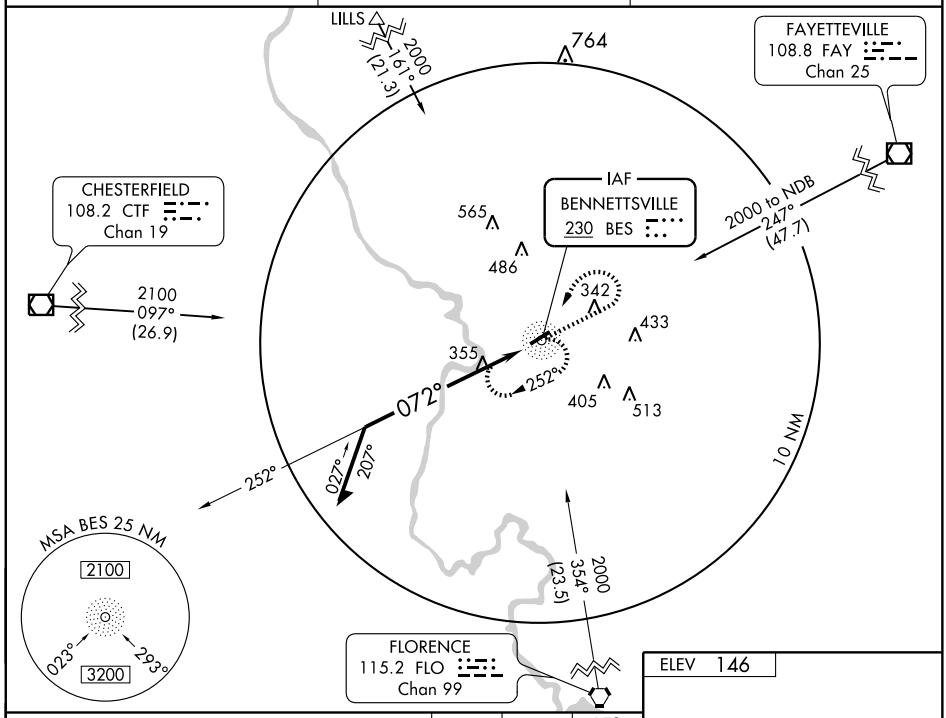
NDB RWY 6

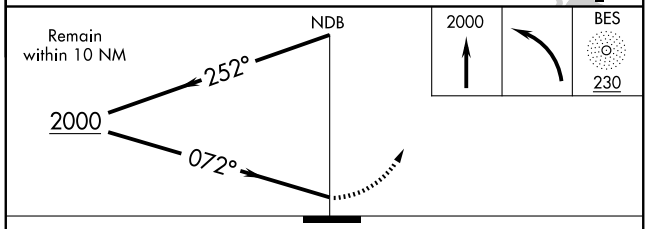
NA

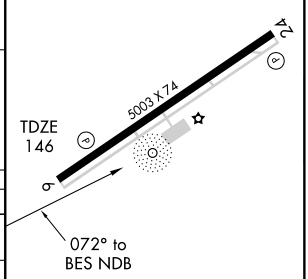
Obtain local altimeter setting on CTAF, when not received, use Florence altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct BES NDB and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
123.825	118.6 341.7	122.8 (CTAF)







CATEGORY	A	B	C	D
S-6	780-1	634 (700-1)	780-1¾ 634 (700-1¾)	780-2 634 (700-2)
CIRCLING	780-1	634 (700-1)	780-1¾ 634 (700-1¾)	780-2 634 (700-2)
FLORENCE ALTIMETER SETTING MINIMUMS				
S-6	840-1	694 (700-1)	840-2 694 (700-2)	840-2¼ 694 (700-2¼)
CIRCLING	840-1	694 (700-1)	840-2 694 (700-2)	840-2¼ 694 (700-2¼)

MIRL Rwy 6-24
REIL Rwys 6 and 24

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5003
065°	TDZE	146
	Apt Elev	146

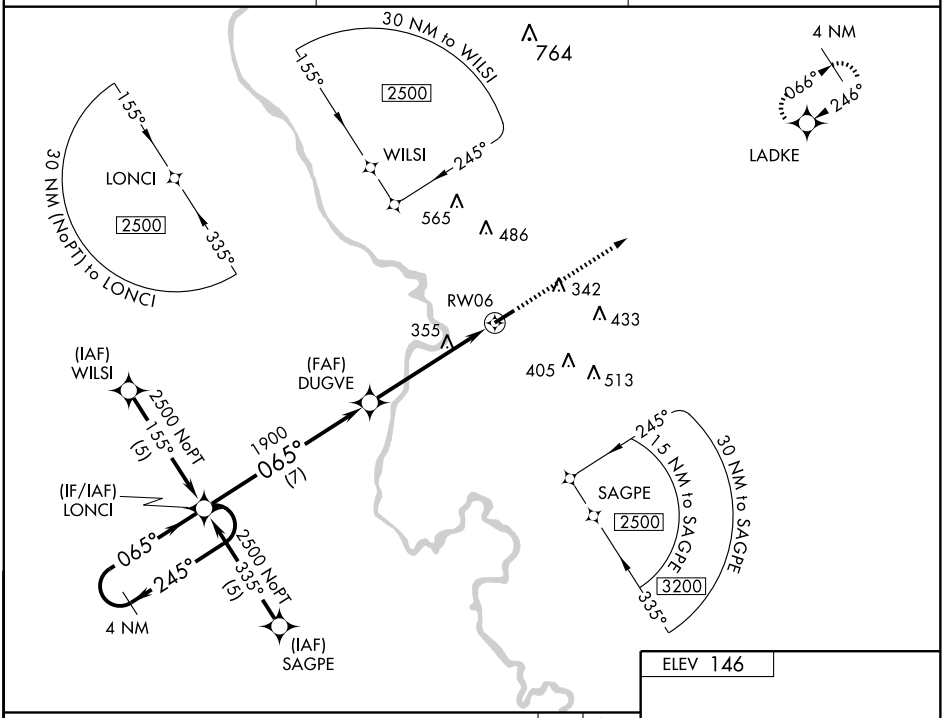
RNAV (GPS) RWY 6

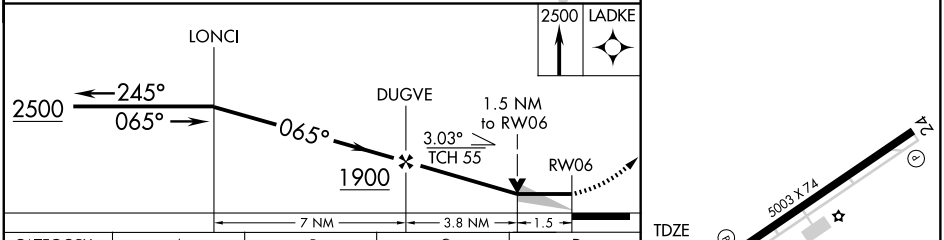
BENNETTSVILLE/ MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

Obtain local altimeter setting on CTAF, when not received, use Florence altimeter setting. DME/DME RNP-0.3 NA. VDP NA with Florence altimeter setting.

MISSED APPROACH: Climb to 2500 direct to LADKE and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
123.825	118.6 341.7	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	660-1	514 (600-1)	660-1½ 514 (600-1½)	660-1¾ 514 (600-1¾)
CIRCLING	660-1	514 (600-1)	660-1½ 514 (600-1½)	720-2 574 (600-2)
FLORENCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	720-1	574 (600-1)	720-1½ 574 (600-1½)	720-1¾ 574 (600-1¾)
CIRCLING	720-1	574 (600-1)	720-1½ 574 (600-1½)	780-2 634 (700-2)

MIRL Rwy 6-24
REIL Rwys 6 and 24

SE-2, 17 DEC 2009 to 14 JAN 2010

BENNETTSVILLE, SOUTH CAROLINA AL-6047 (FAA)

APP CRS	Rwy Idg	5003
246°	TDZE	146
	Apt Elev	146

RNAV (GPS) RWY 24

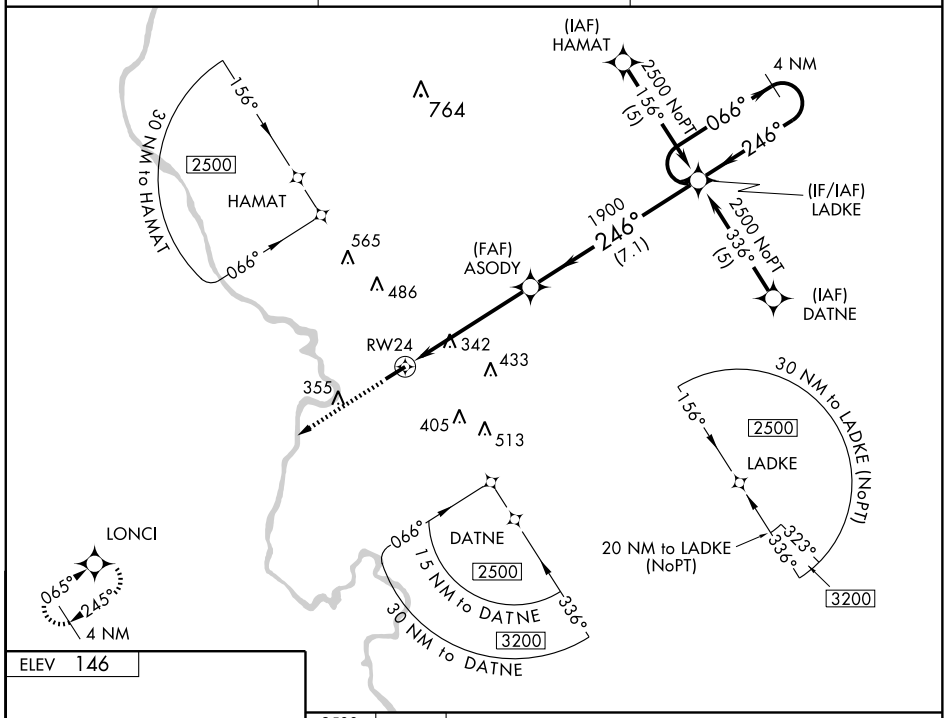
BENNETTSVILLE/ MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

Obtain local altimeter setting on CTAF, when not received, use Florence altimeter setting.
DME/DME RNP-0.3 NA.

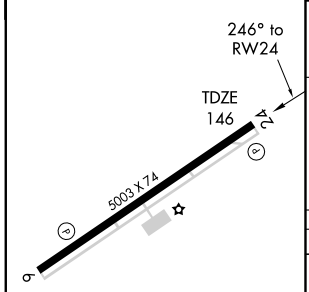
NA

MISSED APPROACH: Climb to 2500 direct to LONCI and hold.

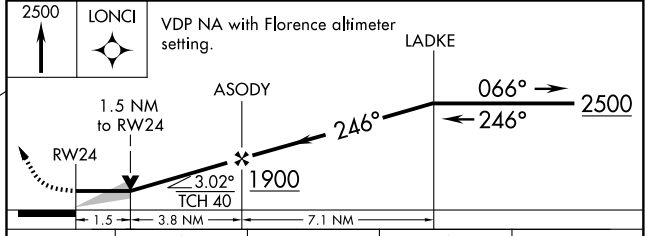
AWOS-3	FLORENCE APP CON ★	UNICOM
123.825	118.6 341.7	122.8 (CTAF)



ELEV 146



MIRL Rwy 6-24
REIL Rwys 6 and 24



CATEGORY	A	B	C	D
LNAV MDA	660-1 514 (600-1)		660-1½ 514 (600-1½)	660-1¾ 514 (600-1¾)
CIRCLING	660-1 514 (600-1)		660-1½ 514 (600-1½)	720-2 574 (600-2)
FLORENCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	720-1 574 (600-1)		720-1½ 574 (600-1½)	720-1¾ 574 (600-1¾)
CIRCLING	720-1 574 (600-1)		720-1½ 574 (600-1½)	780-2 634 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

BENNETTSVILLE, SOUTH CAROLINA AL-6047 (FAA)

VORTAC	FLO	APP CRS	Rwy Idg	N/A
	115.2	354°	TDZE	N/A
Chan	99		Apt Elev	146

VOR/DME-A

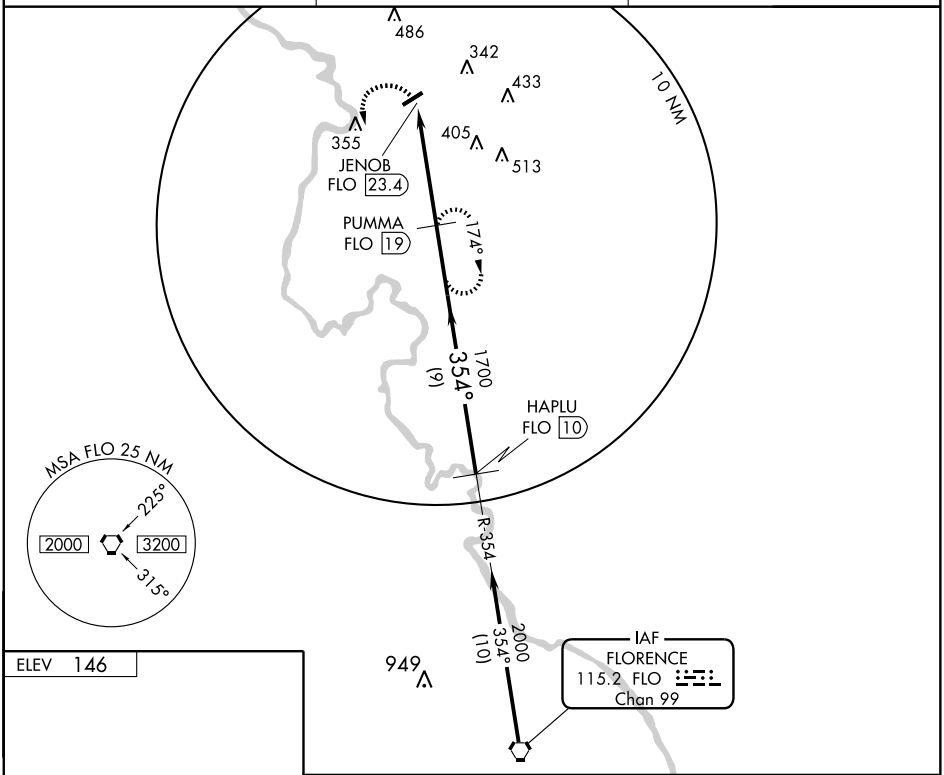
BENNETTSVILLE/
MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

T
A NA

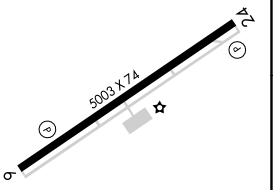
Obtain local altimeter setting on CTAF, when not received, use Florence altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via FLO R-354 to PUMMA/FLO 19 DME and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
123.825	118.6 341.7	122.8 (CTAF)

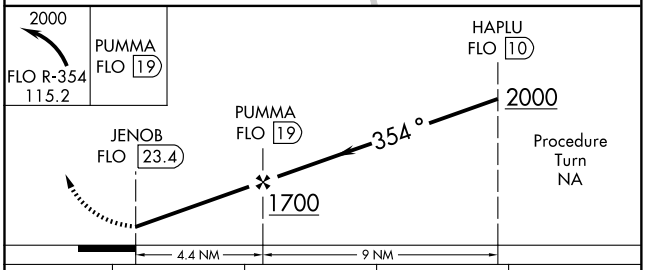


ELEV 146



354° 4.4 NM from FAF

MIRL Rwy 6-24
REIL Rwys 6 and 24



CATEGORY	A	B	C	D
CIRCLING	660-1 514 (600-1)	660-1¼ 514 (600-1¼)	660-1½ 514 (600-1½)	720-2 574 (600-2)
FLORENCE ALTIMETER SETTING MINIMUMS				
CIRCLING	720-1 574 (600-1)	720-1¼ 574 (600-1¼)	720-1½ 574 (600-1½)	780-2 634 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 86505	057°	Rwy Idg	5000
W06A		TDZE	302
		Apt Elev	302

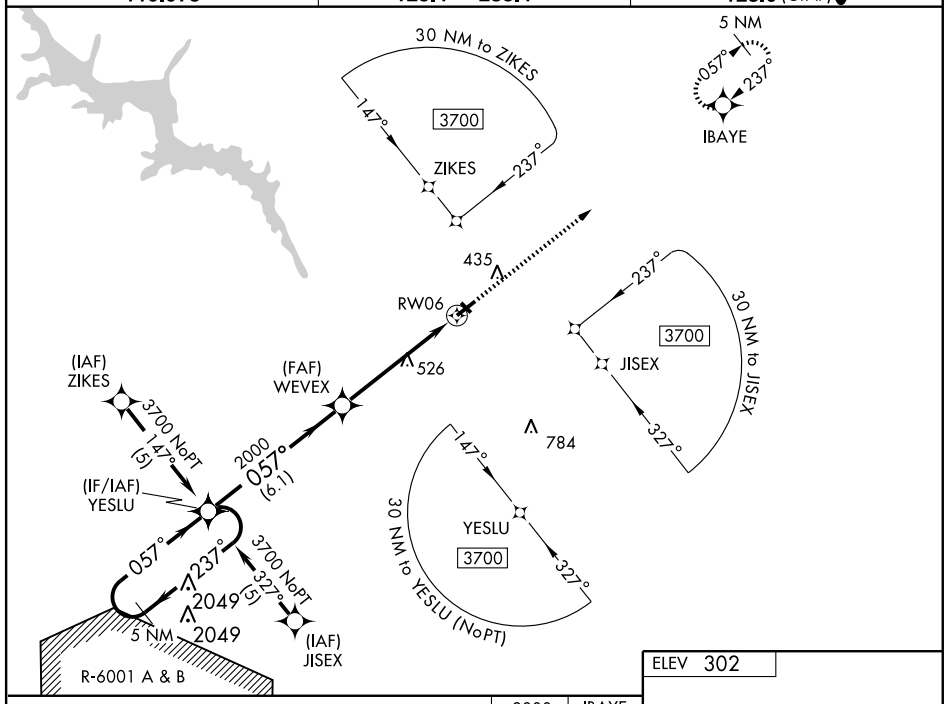
RNAV (GPS) RWY 6

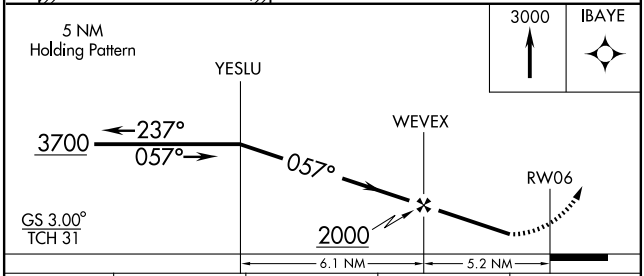
CAMDEN/ WOODWARD FIELD (CDN)

Baro-VNAV NA when using Columbia altimeter setting. If local altimeter setting not received, use Columbia altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

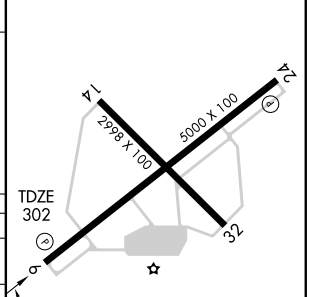
MISSED APPROACH: Climb to 3000 direct IBAYE and hold.

AWOS-3	SHAW APP CON ★	UNICOM
119.975	125.4 285.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	582-1 280 (300-1)			
LNAV/ VNAV DA	713-1½ 411 (500-1½)			
LNAV MDA	780-1 478 (500-1)		780-1¼ 478 (500-1¼)	780-1½ 478 (500-1½)
CIRCLING	840-1 538 (600-1)		840-1½ 538 (600-1½)	860-2 558 (600-2)



MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
237°	TDZE	302
	Apt Elev	302

RNAV (GPS) RWY 24

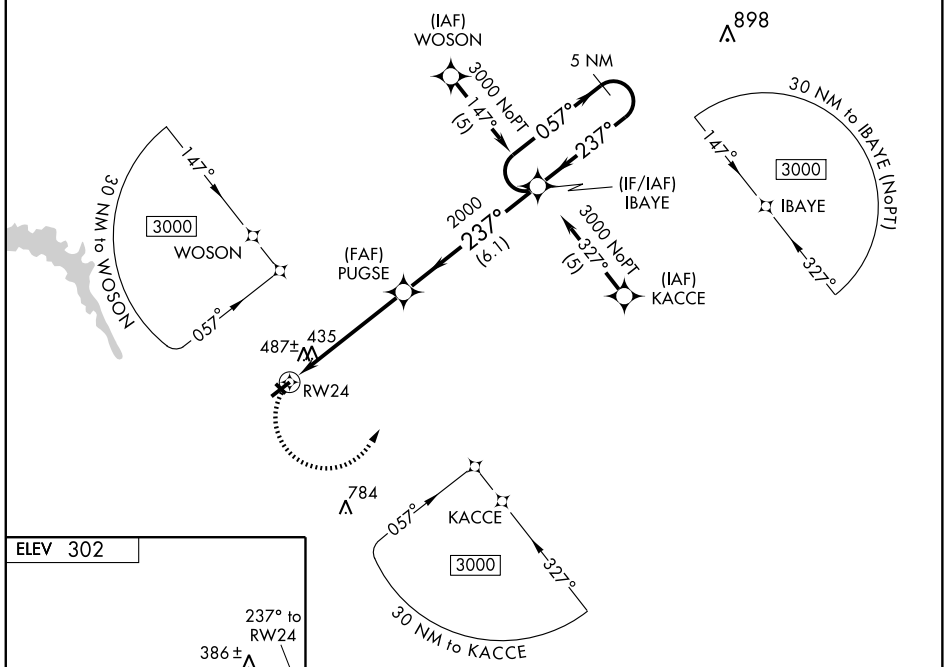
CAMDEN/ WOODWARD FIELD (CDN)

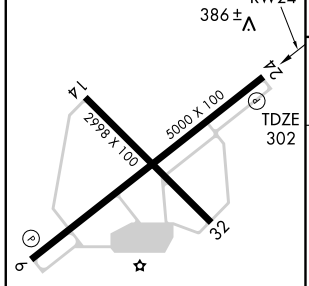
NA

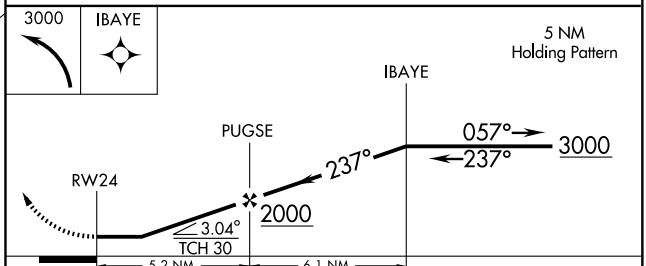
If local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct IBAYE and hold.

AWOS-3	SHAW APP CON ★	UNICOM
119.975	125.4 285.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	800-1 498 (500-1)		800-1¼ 498 (500-1¼)	800-1½ 498 (500-1½)
CIRCLING	840-1 538 (600-1)		840-1½ 538 (600-1½)	860-2 558 (600-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 17 DEC 2009 to 14 JAN 2010

VOR/DME CTF	APP CRS	Rwy Idg	N/A
108.2	216°	TDZE	N/A
Chan 19		Apt Elev	302

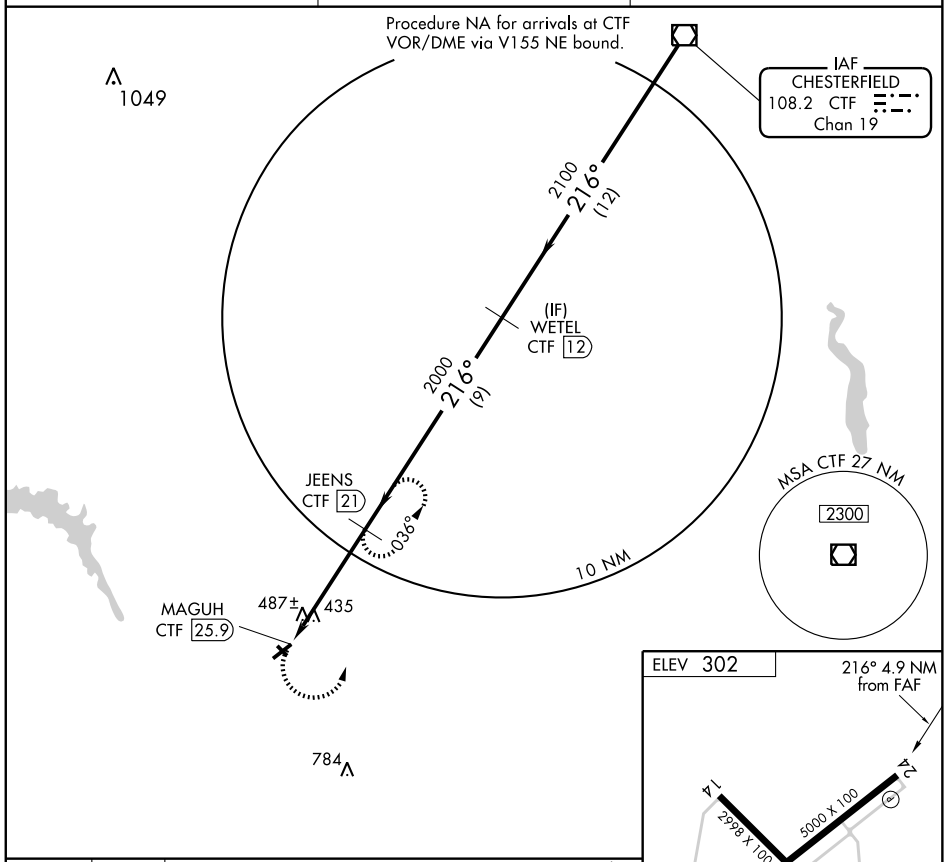
VOR/DME-A

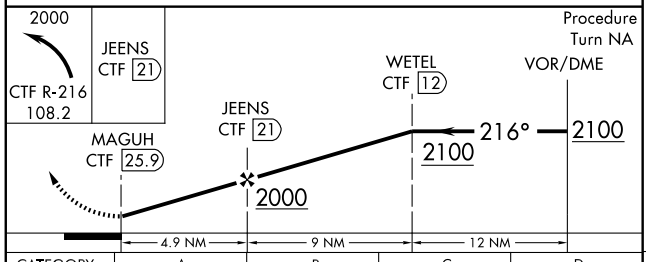
CAMDEN/ WOODWARD FIELD (CDN)

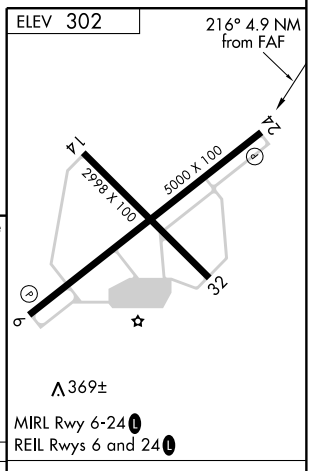
▼ If local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet.
▲ NA

MISSED APPROACH: Climbing left turn to 2000 via CTF VOR/DME R-216 to JEENS/21 DME and hold.

AWOS-3	SHAW APP CON ★	UNICOM
119.975	125.4 285.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	840-1 538 (600-1)	840-1¼ 538 (600-1¼)	840-1½ 538 (600-1½)	860-2 558 (600-2)

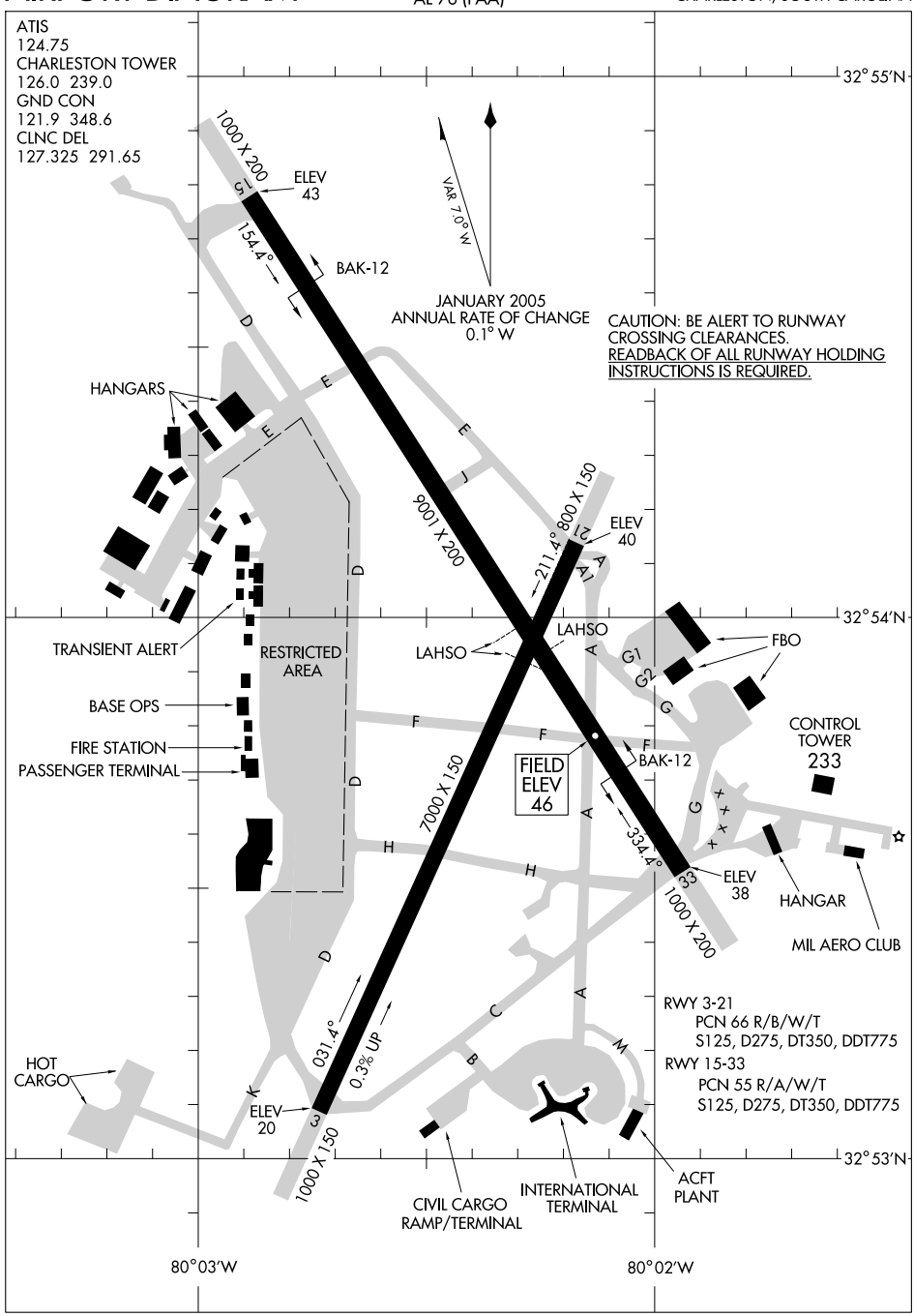
Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-76 (FAA)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

HI-VOR/DME or TACAN RWY 15

VORTAC CHS	APCH CRS	Rwy ldg	9001
113.5	157°	TDZE	43
Chan 82		Arpt Elev	45

JAL-76 [USAF]

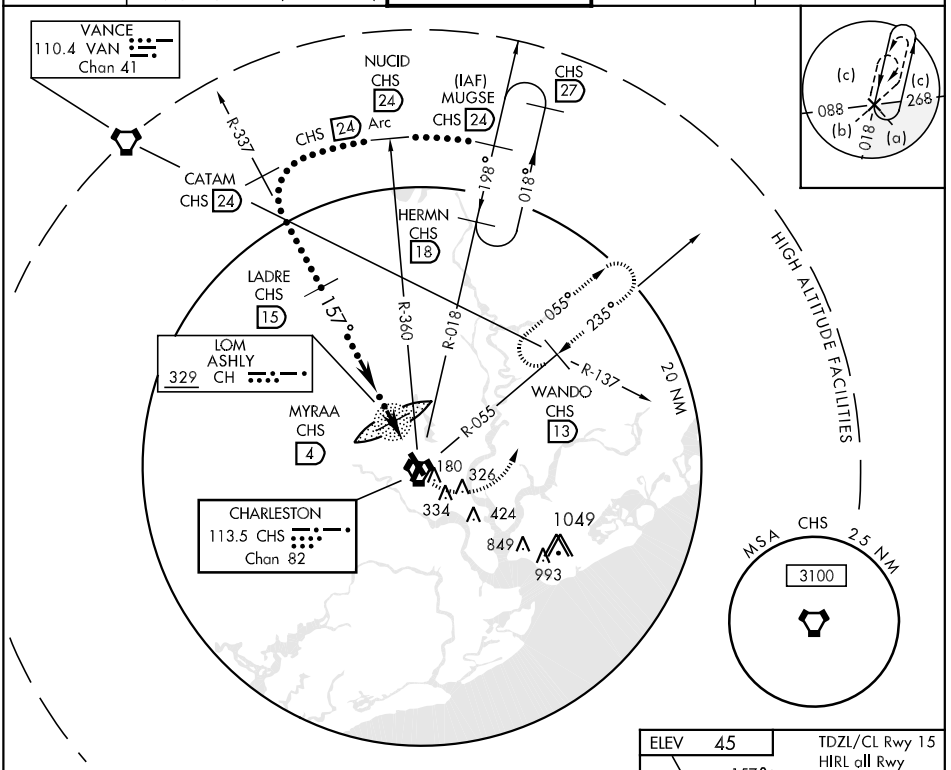
CHARLESTON AFB/INTL (KCHS)

*When ALS inop, increase CAT D RVR to 6000, vis to 1¼, CAT E vis to 1½.

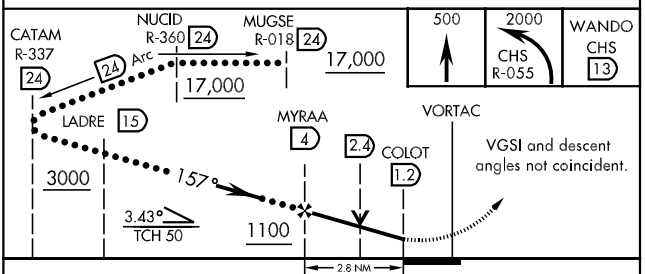
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via CHS R-055 to WANDO INT/CHS 13 DME and hold.

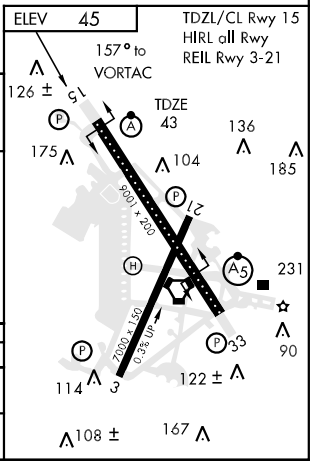
ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925 (151°- 330°) 135.8 257.1 (331°- 150°)	126.0 239.0	121.9 348.6	127.325 381.6



EMERG SAFE ALT 100 NM 3200



CATEGORY	C	D	E
S-15 *	460/40 417 (500-¾)	460/50 417 (500-1)	
CIRCLING	540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)



HI-VOR/DME or TACAN RWY 33

VORTAC CHS	APCH CRS	Rwy Idg	9001
113.5	320°	TDZE	45
Chan 82		Arpt Elev	45

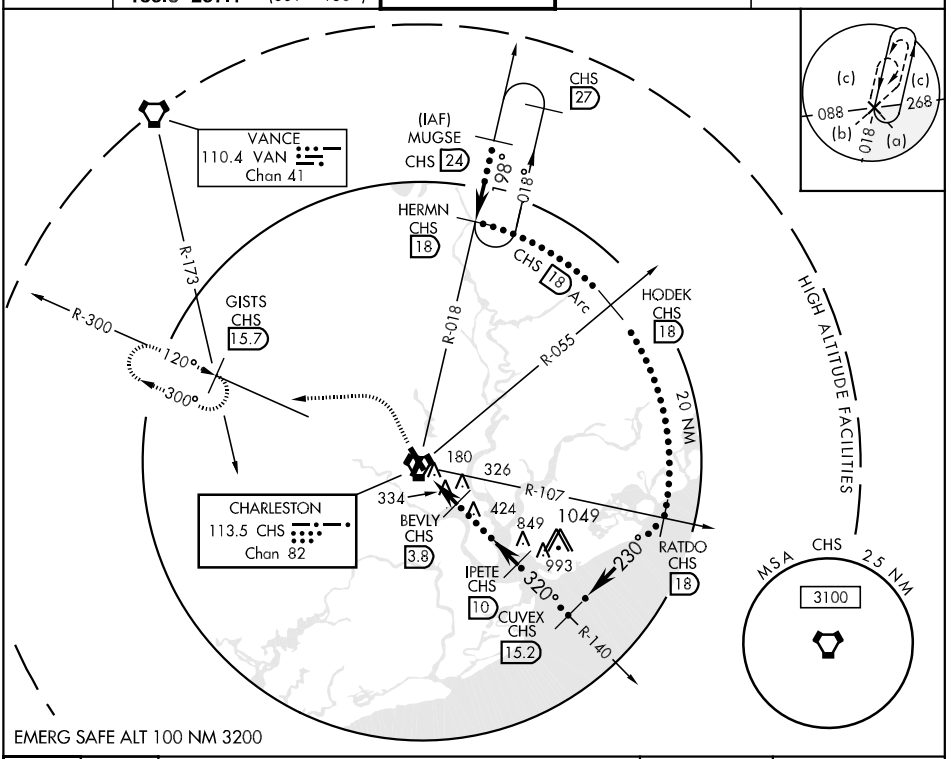
JAL-76 [USAF]

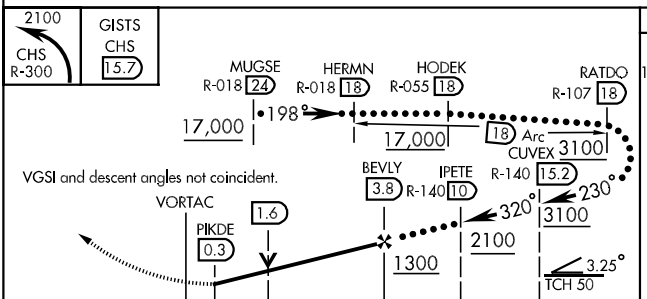
CHARLESTON AFB/INTL (KCHS)

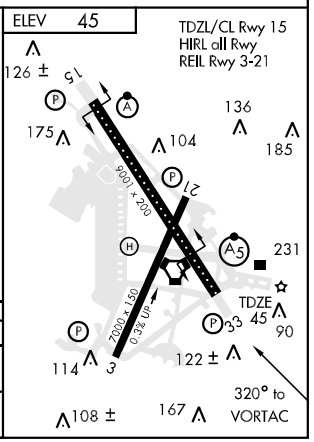
MALSR

MISSED APPROACH: Climbing left turn to 2100 via CHS R-300 to GISTS INT/CHS 15.7 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925 (151°- 330°) 135.8 257.1 (331°- 150°)	126.0 239.0	121.9 348.6	127.325 381.6







CATEGORY	C	D	E
S-33	500/40 455 (500-¾)	500/50 455 (500-1)	500-1 455 (500-1)
CIRCLING	540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)

LOC I-CHS	APP CRS	Rwy Idg	9001
109.7	152°	TDZE	43
		Apt Elev	45

ILS or LOC RWY 15

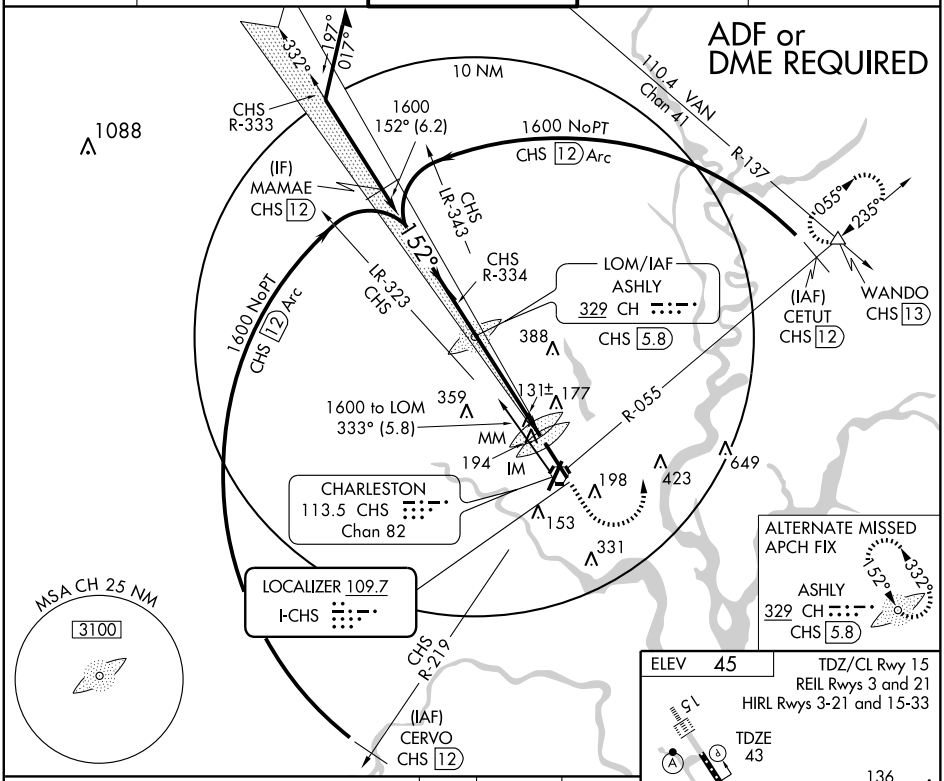
CHARLESTON AFB/INTL (CHS)

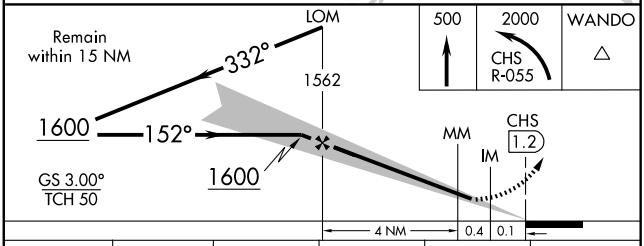
For inoperative ASLF, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cat E visibility to RVR 6000.

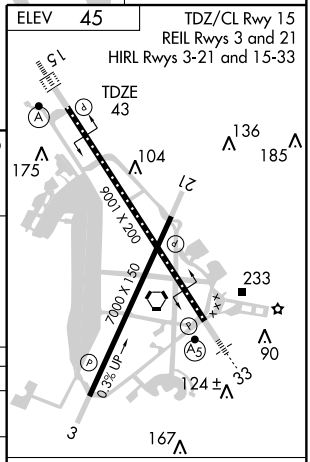
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via CHS VORTAC R-055 to WANDO INT/CHS 13 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6







CATEGORY	A	B	C	D	E
S-ILS 15	243/18 200 (200-½)				243/24 200 (200-½)
S-LOC 15	400/24 357 (400-½)			400/40 357 (400-¾)	
CIRCLING	540-1 495 (500-1)		540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-CCI	APP CRS		
108.9	332°	Rwy Idg	9001
		TDZE	45
		Apt Elev	45

ILS or LOC RWY 33

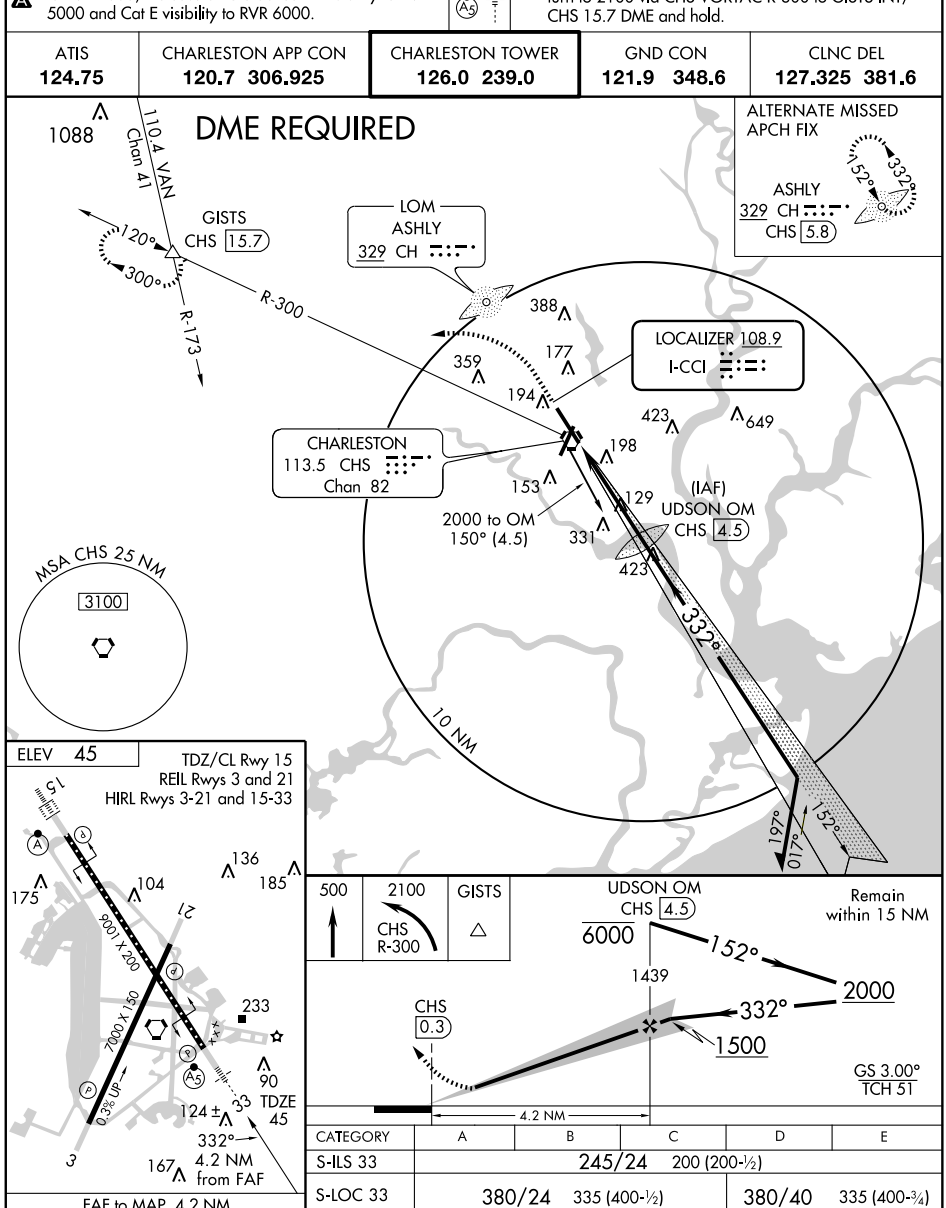
CHARLESTON AFB/INTL (CHS)

For inoperative MALSR, increase S-ILS 33 Cat E visibility to RVR 4000, increase S-LOC 33 Cat D visibility to RVR 5000 and Cat E visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2100 via CHS VORTAC R-300 to GISTS INT/ CHS 15.7 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6



CATEGORY	A	B	C	D	E
S-ILS 33	245/24	200 (200-½)			
S-LOC 33	380/24	335 (400-½)		380/40	335 (400-¾)
CIRCLING	540-1	495 (500-1)	540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-CHS	APP CRS	Rwy Idg	9001
109.7	152°	TDZE	43
		Apt Elev	45

ILS RWY 15 (CAT II)
CHARLESTON AFB/INTL (CHS)

For inoperative ASLF, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cat E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via CHS VORTAC R-055 to WANDO INT/CHS 13 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6

ADF or DME REQUIRED

1088

CHS R-333

332° 197° 017°

10 NM

1600 152° (6.2)

1600 NoPT CHS 12 Arc

110.4 VAN Chan 41

R-137

055° 235°

WANDO CHS 13

(IF) MAMAE CHS 12

CHS LR-343

152°

CHS R-334

LOM/IAF ASHLY 329 CH CHS 5.8

388

(IAF) CETUT CHS 12

1600 NoPT CHS 12 Arc

LR-323 CHS

1600 to LOM 333° (5.8)

359

131± 177

R-055

MM

194 IM

198 423 649

153

331

CHARLESTON 113.5 CHS Chan 82

ALTERNATE MISSED APCH FIX

152° 332°

ASHLY 329 CH CHS 5.8

MSA CH 25 NM

3100

LOCALIZER 109.7 I-CHS

CHS R-219

(IAF) CERVO CHS 12

ELEV 45

TDZE 43

175 104 136 185

21

9001 X 200

7000 X 150

233

90

124 ± 33

3 167

0.3% UP

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

Remain within 15 NM

LOM

332°

1562

1600 152° 152°

1600

MM

DH RA 97 IM

GS 3.00° TCH 50

43 MSL

4 NM 2538′ 961′ 1091′

500	2000 CHS R-055	WANDO

CATEGORY	A	B	C	D
S-ILS 15	RA 97/12 100 DA 143			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED.

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7000
CH 86699	029°	TDZE	35
W03A		Apt Elev	45

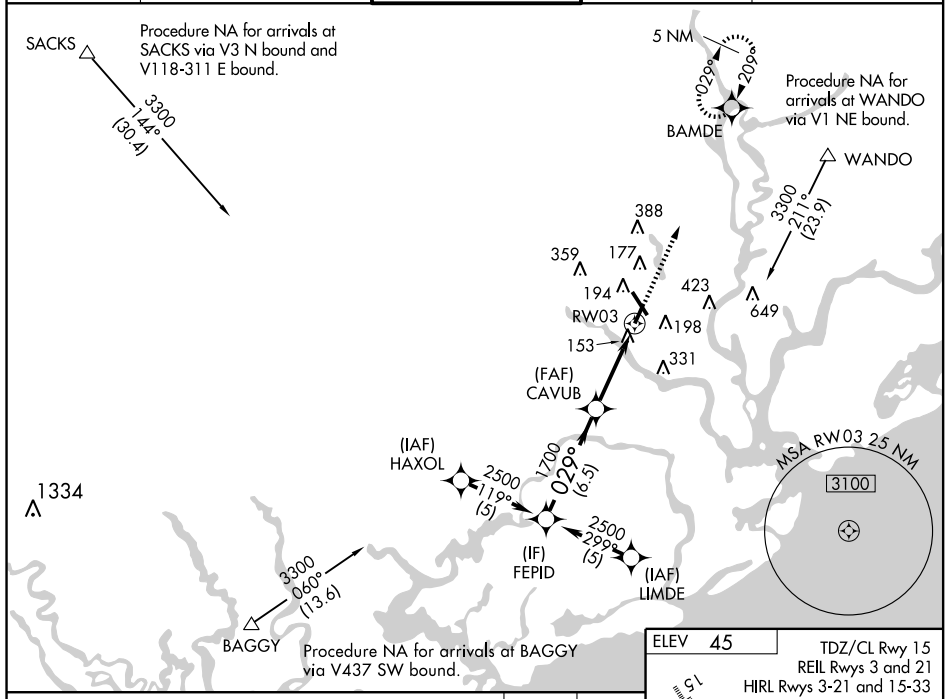
RNAV (GPS) RWY 3

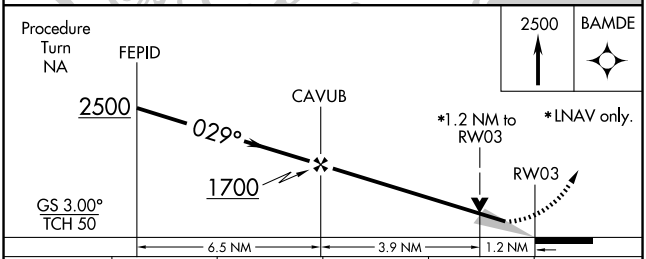
CHARLESTON AFB/INTL (CHS)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
For inoperative SSALR, increase LPV visibility to 1 all Cats, LNAV/VNAV Cat E visibility to 1½, LNAV Cat A and B visibility to 1, Cat D visibility to 1¼, and Cat E visibility to 1½.

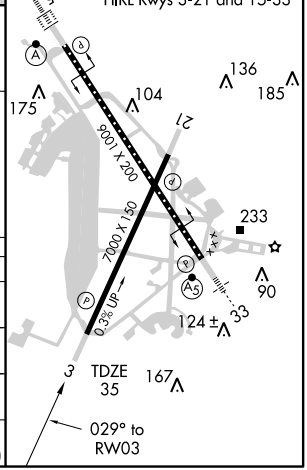
MISSED APPROACH: Climb to 2500 direct BAMDE and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6





CATEGORY	A	B	C	D	E
LPV DA	286-¾ 251 (300-¾)				
LNAV/VNAV DA	458-1 423 (500-1)				
LNAV MDA	440-¾ 405 (400-¾)			440-1 405 (400-1)	
CIRCLING	540-1½ 495 (500-1½)			600-2 555 (600-2)	740-2½ 695 (700-2½)



SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	9001
CH 77518	152°	TDZE	43
W15A		Apt Elev	45

RNAV (GPS) RWY 15

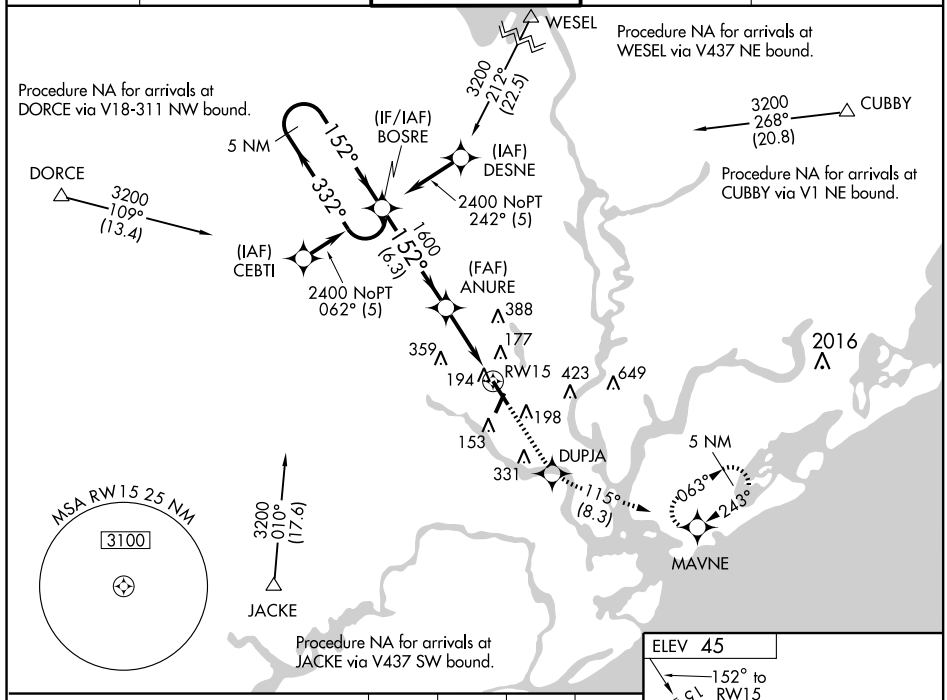
CHARLESTON AFB/ INTL (CHS)

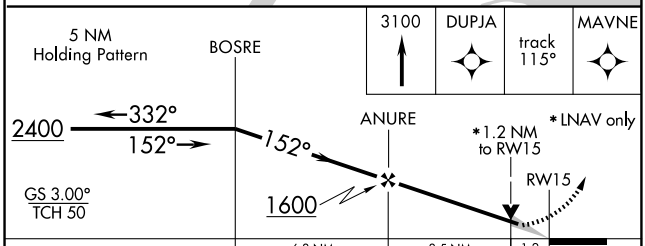
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV Cat E visibility to 1½, LNAV Cat A and B visibility to RVR 5000, Cat D visibility to RVR 6000, Cat E visibility to 1½.

ALSF-2

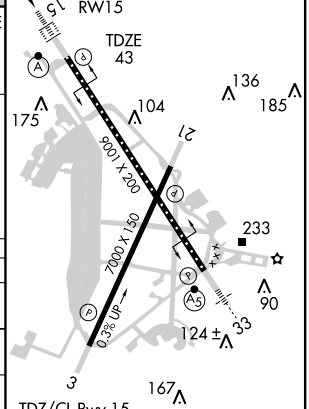
MISSED APPROACH: Climb to 3100 direct DUPJA and via 115° track to MAVNE and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6





CATEGORY	A	B	C	D	E
LPV DA	341/24 298 (300-½)				
LNAV/ VNAV DA	464/50 421 (500-1)				
LNAV MDA	460/24 417 (500-½)		460/40 417 (500-¾)	460/50 417 (500-1)	
CIRCLING	540-1½ 495 (500-1½)			600-2 555 (600-2)	740-2½ 695 (700-2½)



TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7000
CH 40499	209°	TDZE	43
W21A		Apt Elev	45

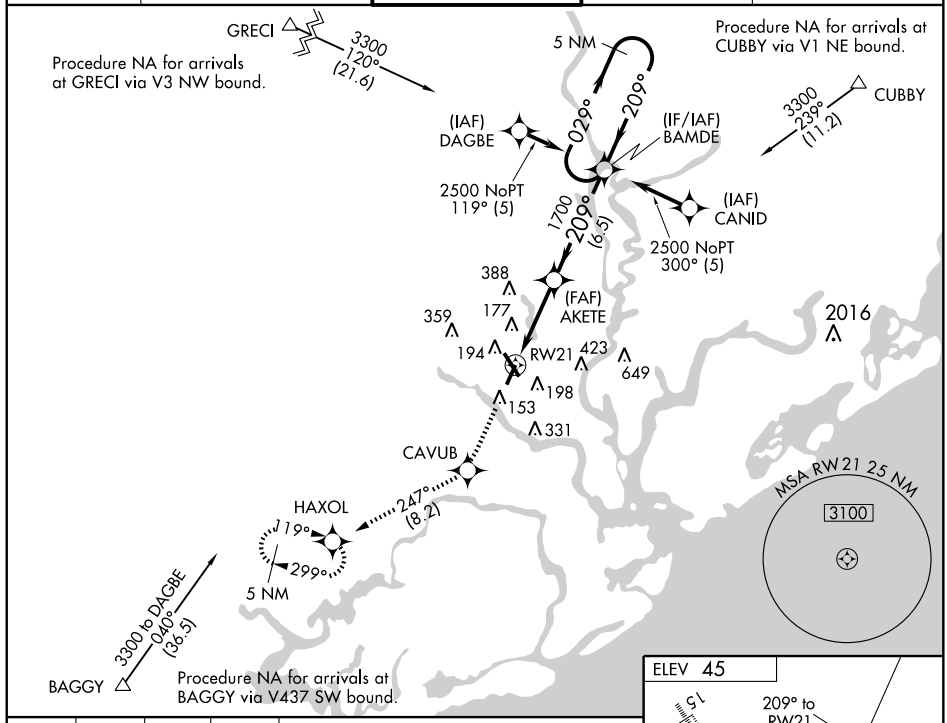
RNAV (GPS) RWY 21

CHARLESTON AFB/ INTL (CHS)

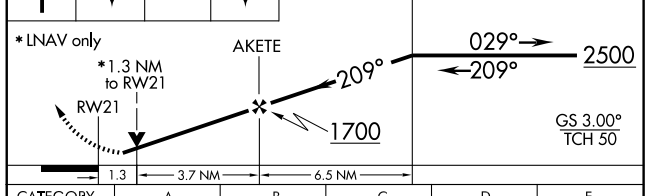
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 3300 direct CAVUB and via 247° track to HAXOL and hold.

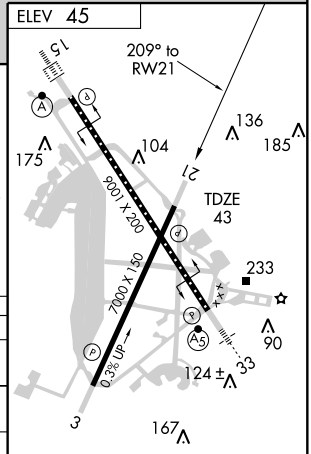
ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6



3300	CAVUB	track 247°	HAXOL



CATEGORY	A	B	C	D	E
LPV DA	293-¾ 250 (300-¾)				
LNAV/ VNAV DA	481-1½ 438 (500-1½)				
LNAV MDA	500-1 457 (500-1)		500-1¼ 457 (500-1¼)	500-1½ 457 (500-1½)	
CIRCLING	540-1½ 495 (500-1½)			600-2 555 (600-2)	740-2½ 695 (700-2½)



TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	9001
CH 81818	332°	TDZE	45
W33A		Apt Elev	45

RNAV (GPS) RWY 33

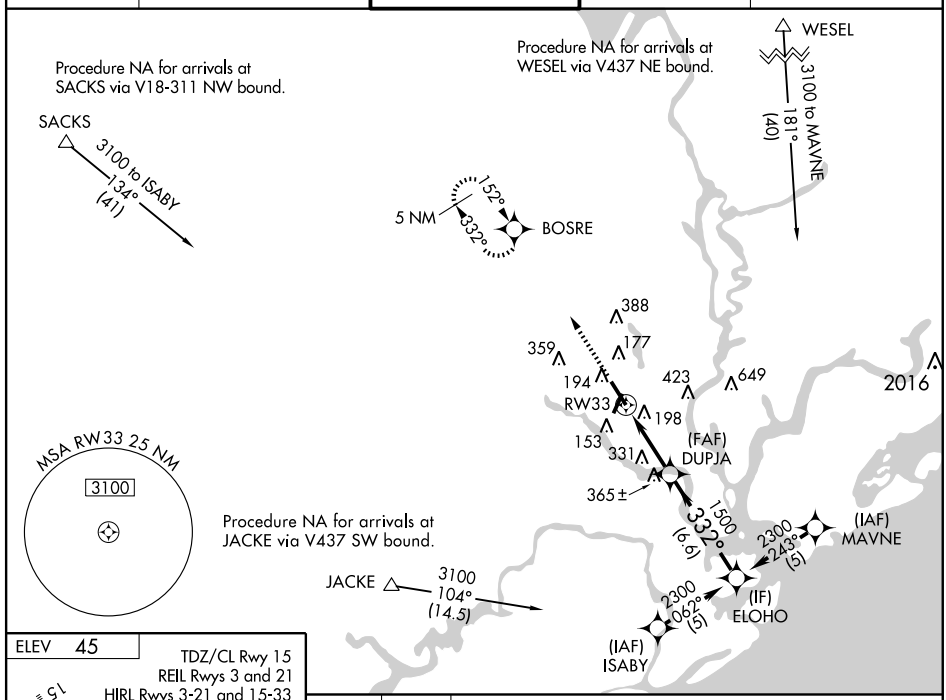
CHARLESTON AFB/ INTL (CHS)

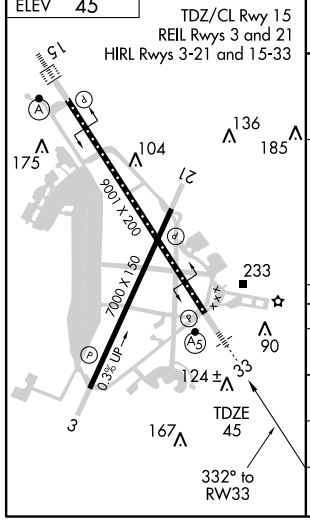
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV Cat E visibility to 1½, LNAV Cat E visibility to 2.

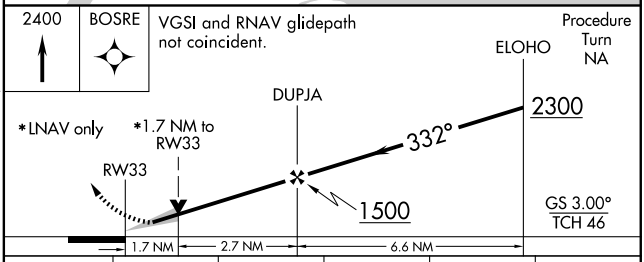
MALSR

MISSED APPROACH: Climb to 2400 direct to BOSRE and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6







CATEGORY	A	B	C	D	E
LPV DA	314/24 269 (300-½)				
LNAV/ VNAV DA	497/50 452 (500-1)				
LNAV MDA	640/24 595 (600-½)		640/50 595 (600-1)	640/60 595 (600-1¼)	640-1½ 595 (600-1½)
CIRCLING	640-1½ 595 (600-1½)			640-2 595 (600-2)	740-2½ 695 (700-2½)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC CHS	APP CRS	Rwy Idg	7000
113.5	036°	TDZE	36
Chan 82		Apt Elev	46

VOR/DME or TACAN RWY 3

CHARLESTON AFB/INTL (CHS)

Inoperative table does not apply to S-3 Cats A, B and C. For inoperative SSALR, increase S-3 Cats D and E visibility to 1¼.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via CHS R-018 to GINNE INT/CHS 14.3 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6

EMERGENCY SAFE ALTITUDE
100 NM 3200

MISSED APCH FIX
110.4 VAN Chan 41
018° 198°
GINNE CHS 14.3
113.5 CHS Chan 82
R-018 R-137

IAF CHARLESTON 113.5 CHS Chan 82

(IAF) MEGEE CHS 10

R-300 R-018 10 NM

388 359 177 194 423 649 198 153 331 2016

HASID CHS 0.7

DAALE CHS 4

1600 NoPT CHS 10 Arc

1100 036° (6)

R-180

MSA CHS 25 NM 3100

IXEVE CHS 10

261° 081°

1600 NoPT CHS 10 Arc

(IAF) CURTA CHS 10

COPIT CHS 15

1600 036° (5)

R-216

Remain within 15 NM

VORTAC

216°

1700

IXEVE CHS 10

DAALE CHS 4

HASID CHS 0.7

1600 036°

2.92° TCH 55

1100

6 NM 3.3 NM

1000	2000	GINNE
	CHS R-018	△

ELEV 46

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

15 21 3 33

9001 X 200

7000 X 150

0.3% UP

136 185 175 104 233 90 124± 167

TDZE 36

036° 3.3 NM from FAF

CATEGORY	A	B	C	D	E
S-3	420-1 384 (400-1)				
CIRCLING	540-1 494 (500-1)		540-1½ 494 (500-1½)	600-2 554 (600-2)	740-2½ 694 (700-2½)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC CHS	APP CRS	Rwy Idg	9001
113.5	157°	TDZE	43
Chan 82		Apt Elev	45

VOR/DME or TACAN RWY 15

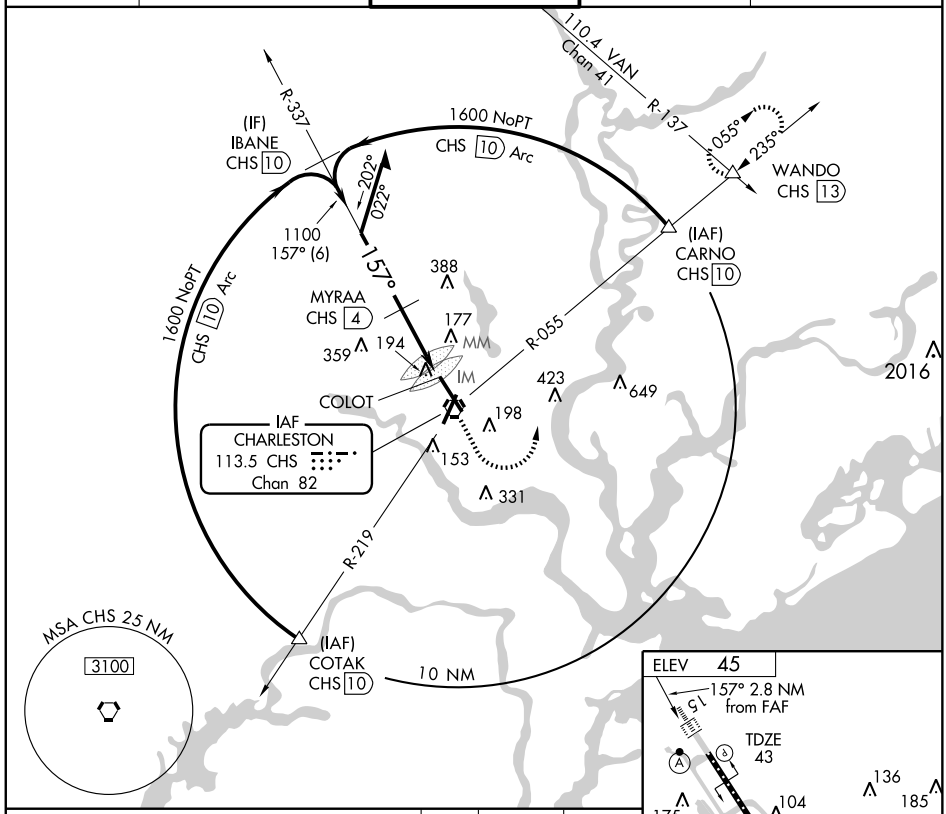
CHARLESTON AFB/INTL (CHS)

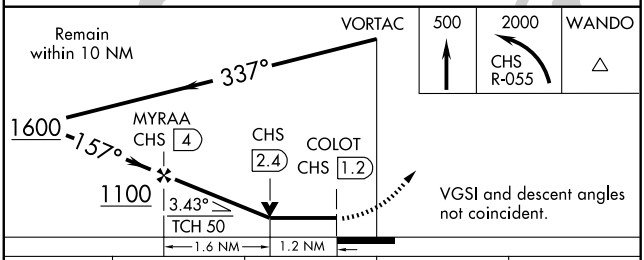
For inoperative ALSF increase Cat A/B visibility to RVR 5000, Cat D visibility to RVR 6000.

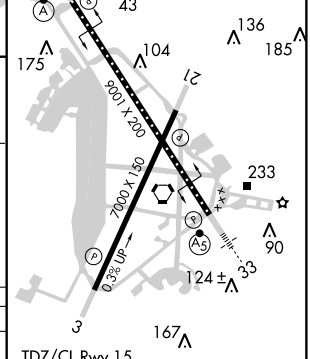
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via CHS R-055 to WANDO INT/CHS 13 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6







TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

CATEGORY	A	B	C	D
S-15	460/40 417 (500-¾)			460/50 417 (500-1)
CIRCLING	540-1 495 (500-1)		540-1½ 495 (500-1½)	600-2 555 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

VORTAC CHS	APP CRS	Rwy Idg	7000
113.5	203°	TDZE	43
Chan 82		Apt Elev	45

VOR/DME or TACAN RWY 21

CHARLESTON AFB/INTL (CHS)

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via CHS R-236 to JACKE INT/15.7 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6

MSA CHS 25 NM
3100
EMERGENCY SAFE ALTITUDE
100 NM 3200

(IF) IDILE CHS 10
158° 338° R-023
1600 NoPT CHS 10 Arc
1200 203° (6)
ANGIE CHS 4
388
177
359
194
(IAF) CUBER CHS 10
R-282
IAF CHARLESTON 113.5 CHS Chan 82
153
198
NASPE 423 649
331
R-055
(IAF) CARNO CHS 10
2016
R-236
JACKE CHS 15.7
116.7 ALD
056° 236°
R-109
10 NM

1000 | 2000 CHS R-236 | JACKE

VGSI and descent angles not coincident

VORTAC
Remain within 15 NM
023°
203° 1600
NASPE CHS 0.5
CHS 1.6
ANGIE CHS 4
IDILE CHS 10
2.97°
1200
TCH 50
1.1 | 2.4 NM | 6 NM

ELEV 45
203° 3.5 NM from FAF
175
104
136
185
21
TDZE 43
9001 X 200
7000 X 150
0.3% UP
233
90
124 ±
33
3
167

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

CATEGORY	A	B	C	D	E
S-21	440-1 397 (400-1)			440-1¼ 397 (400-1¼)	440-1½ 397 (400-1½)
CIRCLING	540-1 495 (500-1)		540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC CHS	APP CRS	Rwy Idg	9001
113.5	320°	TDZE	45
Chan 82		Apt Elev	45

VOR/DME or TACAN RWY 33

CHARLESTON AFB/INTL (CHS)

MALSR

MISSED APPROACH: Climbing left turn to 2100 via CHS R-300 to GISTS INT/CHS 15.7 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6

110.4 VAN Chan 41

1088

R-173

120°

300°

GISTS CHS 15.7

10 NM

(IAF) CARNO CHS 10

388

359

177

194

R-300

R-055

IAF CHARLESTON 113.5 CHS Chan 82

PIKDE

423

649

198

153

331

334± BEVLY CHS 3.8

320°

1300 320° (6.2)

2100 NoPT CHS 10 Arc

MSA CHS 25 NM

3100

R-236

(IAF) CULAP CHS 10

185°

005°

(IF) IPETE CHS 10

R-140

2100 NoPT CHS 10 Arc

ELEV 45

175

104

136

185

21

9001 X 200

7000 X 150

0.3% UP

233

TDZE

45

90

124 ±

33

3

167

320° 3.5 NM from FAF

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

2100 CHS R-300

GISTS

VORTAC

140°

Remain within 10 NM

BEVLY CHS 3.8

2100

320°

PIKDE CHS 0.3

CHS 1.6

3.25°

1300

TCH 50

1.3 NM

2.2 NM

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-33	500/24 455 (500-½)		500/40 455 (500-¾)	500/50 455 (500-1)
CIRCLING	540-1 495 (500-1)		540-1½ 495 (500-1½)	600-2 555 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

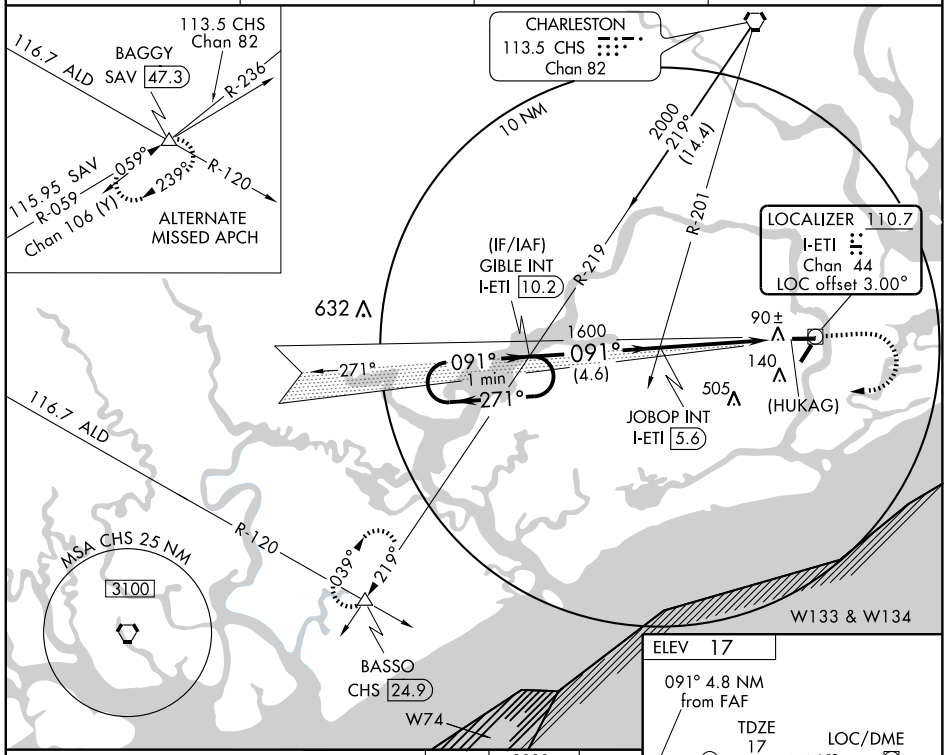
LOC/DME I-ETI	APP CRS	Rwy Idg	5000
110.7	091°	TDZE	17
Chan 44		Apt Elev	17

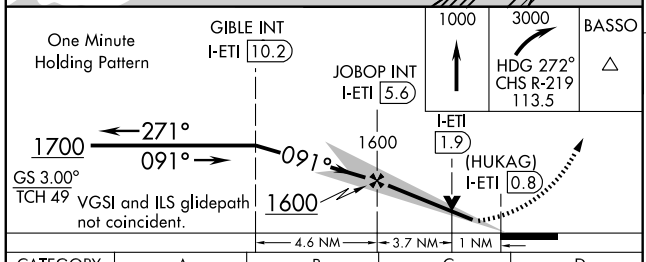
ILS or LOC RWY 9
CHARLESTON EXECUTIVE (JZI)

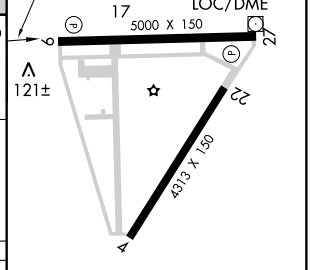
If local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DAs 32 feet and all MDAs 40 feet. Visibility reduction by helicopters NA. VDP NA when using Charleston AFB/Intl altimeter setting. DME REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 272° and CHS R-219 to BASSO/CHS 24.9 DME and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	127.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 9	267-¾ 250 (300-¾)			
S-LOC 9	380-1 363 (400-1)			380-1¼ 363 (400-1¼)
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-2. 17 DEC 2009 to 14 JAN 2010

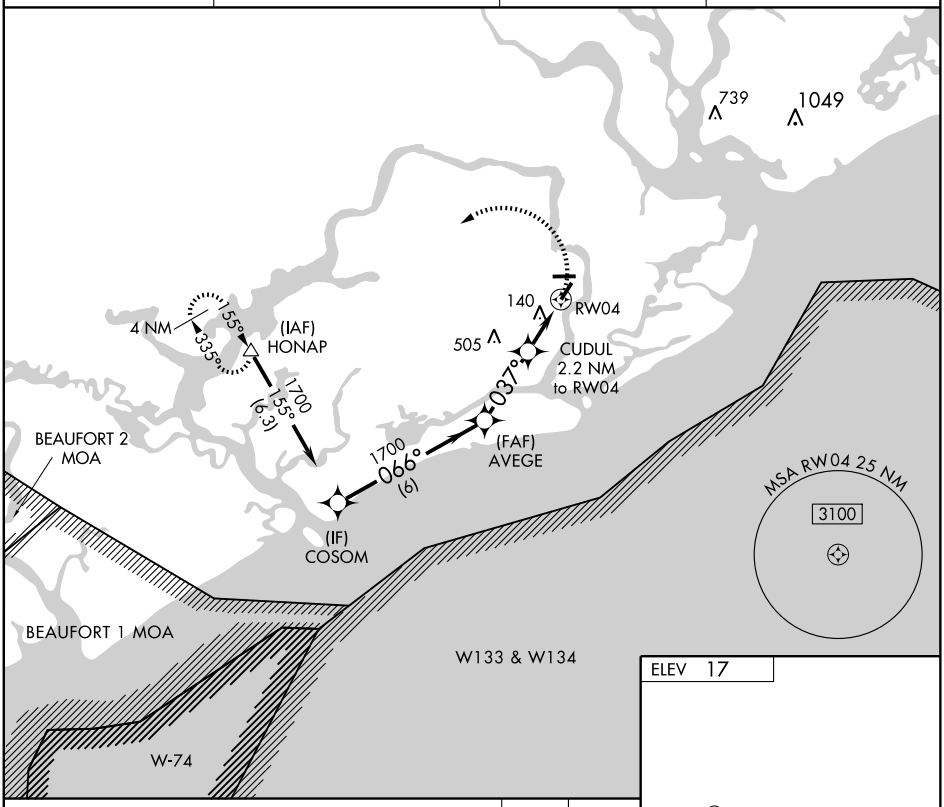
APP CRS	Rwy Idg	4313
037°	TDZE	13
	Apt Elev	17

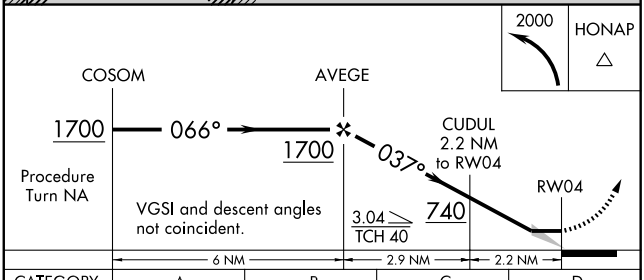
RNAV (GPS) RWY 4
CHARLESTON EXECUTIVE (JZI)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet, increase LNAV Cat. D visibility ¼ mile.

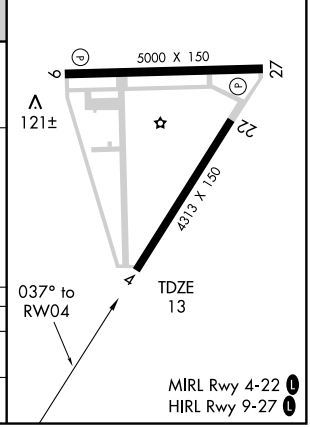
MISSED APPROACH: Climbing left turn to 2000 direct HONAP and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	127.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	420-1 407 (500-1)		420-1¼ 407 (500-1¼)	
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)



SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 53305	094°	TDZE	17
W09A		Apt Elev	17

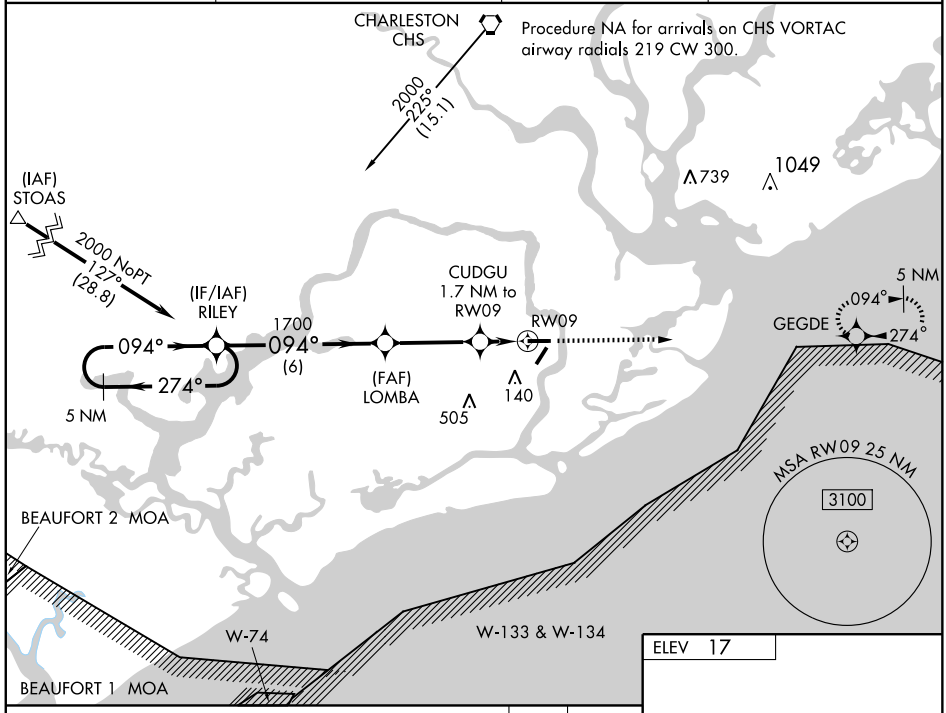
RNAV (GPS) RWY 9

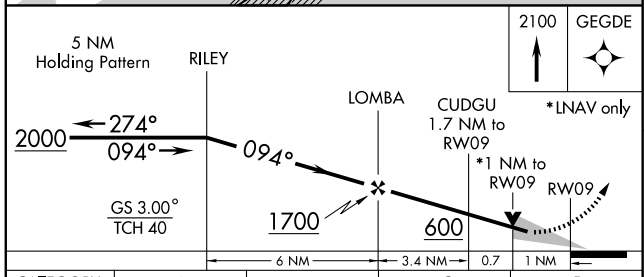
CHARLESTON EXECUTIVE (JZI)

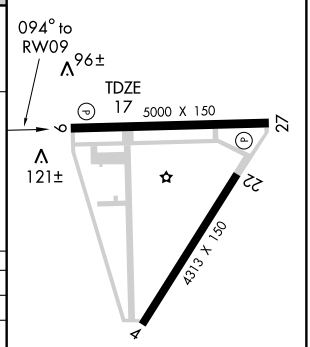
If local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DAs 32 feet/MDAs 40 feet. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Charleston AFB/Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F).

MISSED APPROACH: Climb to 2100 direct GEGDE and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	127.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	306-1 289 (300-1)			
LNAV/VNAV DA	356-1¼ 339 (400-1¼)			
LNAV MDA	360-1 343 (400-1)			360-1¼ 343 (400-1¼)
CIRCLING	400-1 383 (400-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

SE-2, 17 DEC 2009 to 14 JAN 2010

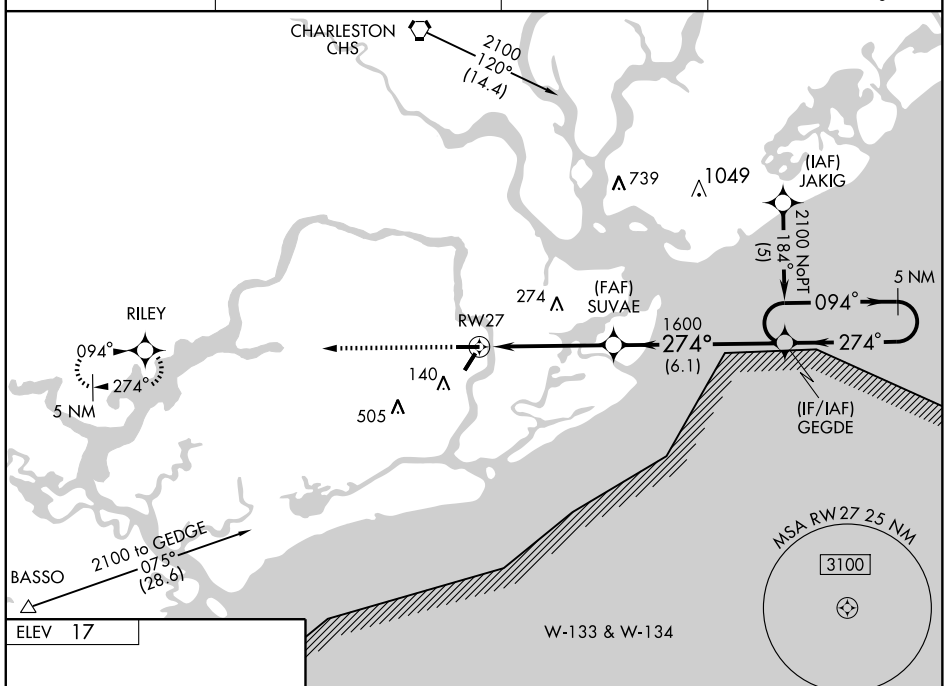
WAAS CH 77701 W27A	APP CRS 274°	Rwy Idg 5000 TDZE 14 Apt Elev 17

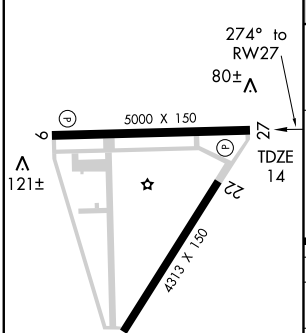
RNAV (GPS) RWY 27
CHARLESTON EXECUTIVE (JZI)

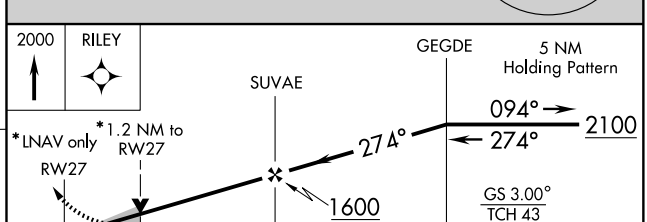
If local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DAs/MDAs 40 feet. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Charleston AFB/Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (120° F). Circling to Rwy 4-22 NA at night.

MISSED APPROACH: Climb to 2000 direct RILEY and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	127.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	264-1 250 (300-1)			
LNAV/VNAV DA	330-1¼ 316 (400-1¼)			
LNAV MDA	440-1 426 (500-1)		440-1¼ 426 (500-1¼)	
CIRCLING	440-1¼ 423 (500-1¼)	480-1¼ 463 (500-1¼)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

SE-2, 17 DEC 2009 to 14 JAN 2010

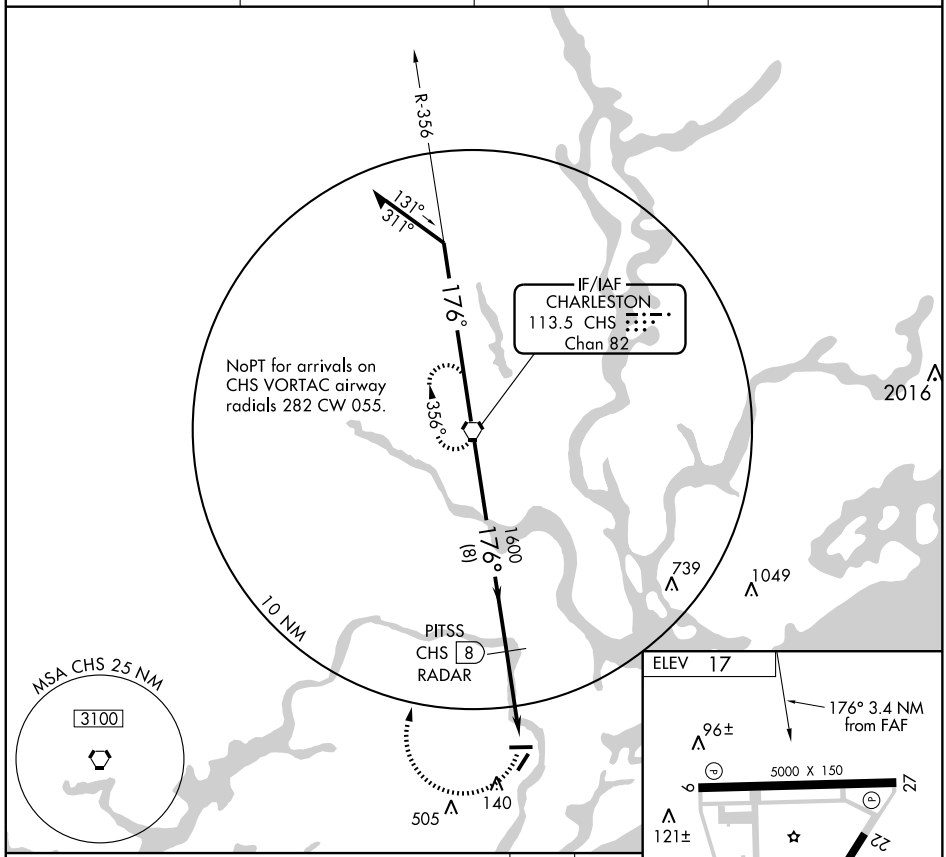
VORTAC CHS	APP CRS	Rwy Idg	N/A
113.5	176°	TDZE	N/A
Chan 82		Apt Elev	17

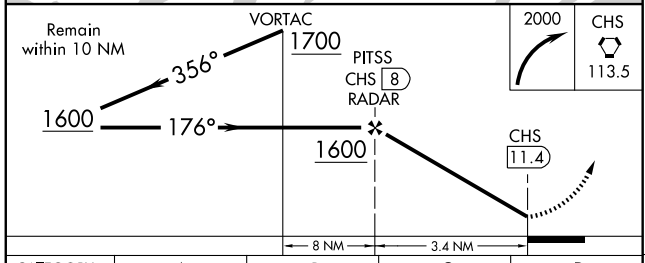
VOR-A
CHARLESTON EXECUTIVE (JZI)

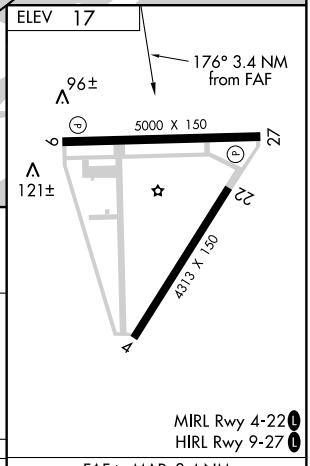
If local altimeter not received, use Charleston AFB/Intl altimeter setting and increase all MDAs 40 feet.
DME or RADAR required.

MISSED APPROACH: Climbing right turn to 2000 direct CHS VORTAC and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	127.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	500-1 483 (500-1)		500-1½ 483 (500-1½)	580-2 563 (600-2)

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
078°	TDZE	239
	Apt Elev	239

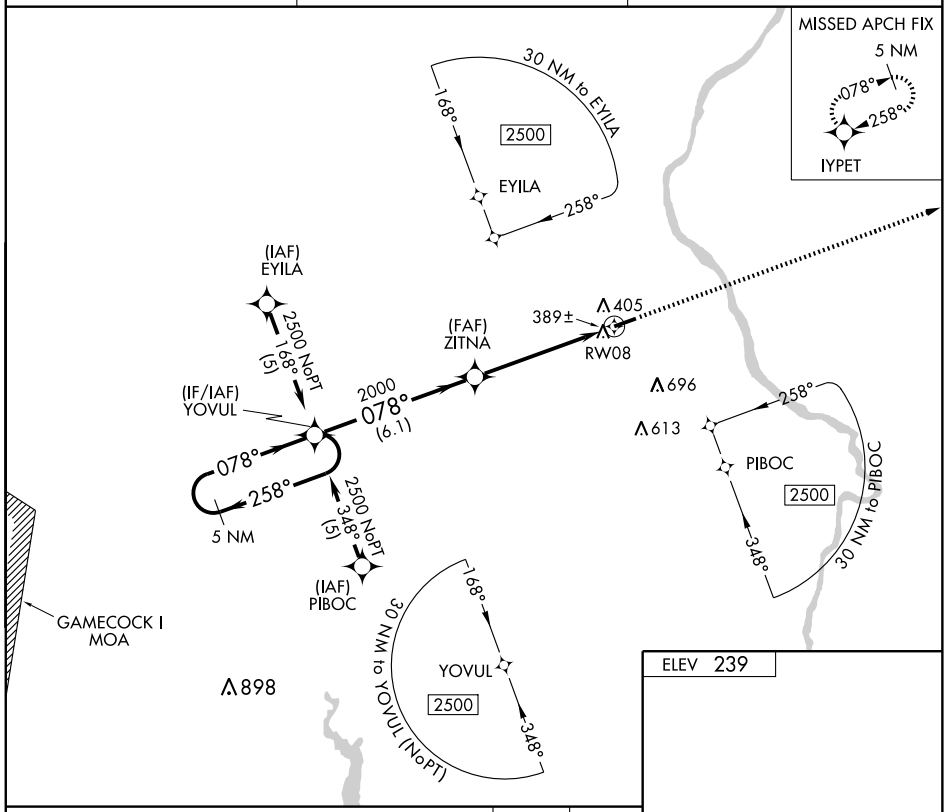
RNAV (GPS) RWY 8

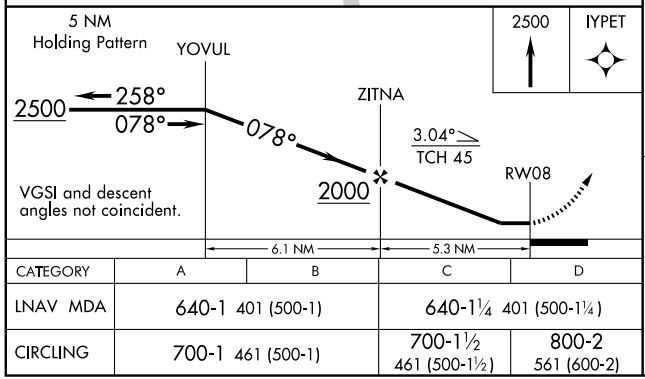
CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

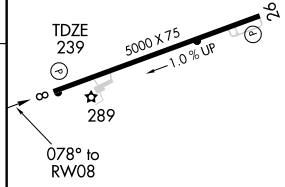
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 direct IYPET and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
118.175	118.6 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	640-1 401 (500-1)		640-1¼ 401 (500-1¼)	
CIRCLING	700-1 461 (500-1)		700-1½ 461 (500-1½)	800-2 561 (600-2)

REIL Rwys 8 and 26
MIRL Rwy 8-26 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
258°	TDZE	218
	Apt Elev	239

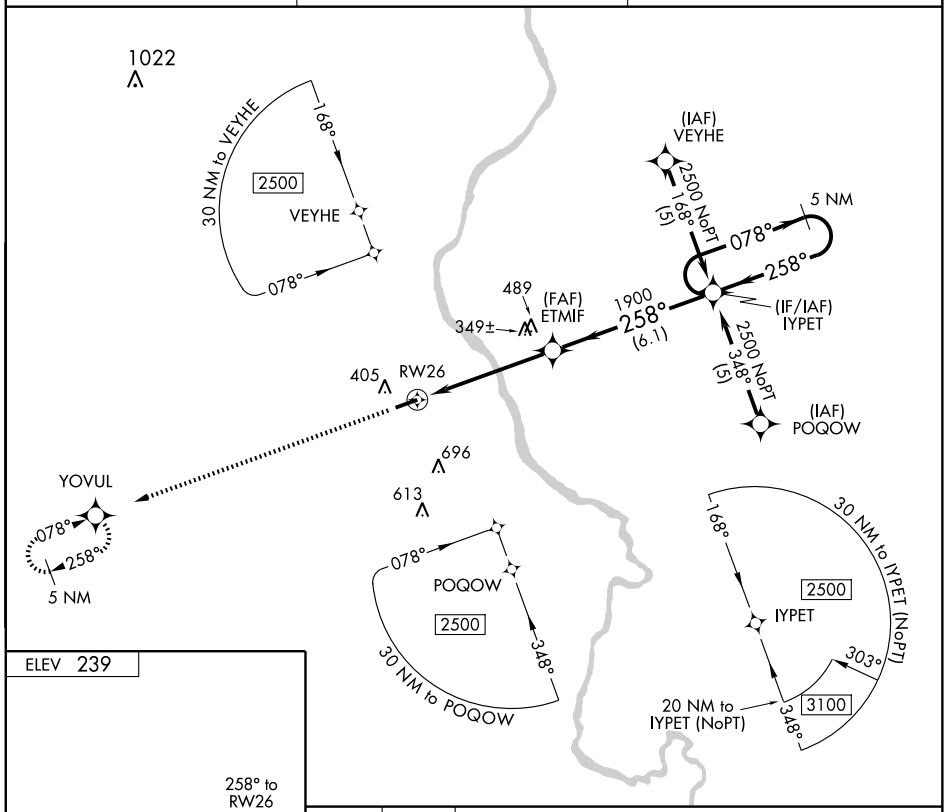
RNAV (GPS) RWY 26

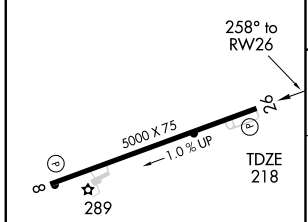
CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

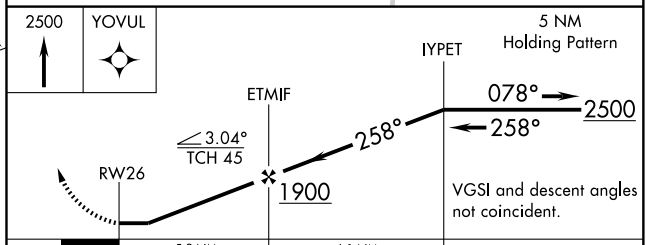
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 direct YOVUL and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
118.175	118.6 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1 382 (400-1)			600-1¼ 382 (400-1¼)
CIRCLING	700-1 461 (500-1)		700-1½ 461 (500-1½)	800-2 561 (600-2)

REIL Rwys 8 and 26
MIRL Rwy 8-26 L

SE-2, 17 DEC 2009 to 14 JAN 2010

VOR/DME CTF	APP CRS	Rwy Idg	5000
108.2	080°	TDZE	239
Chan 19		Apt Elev	239

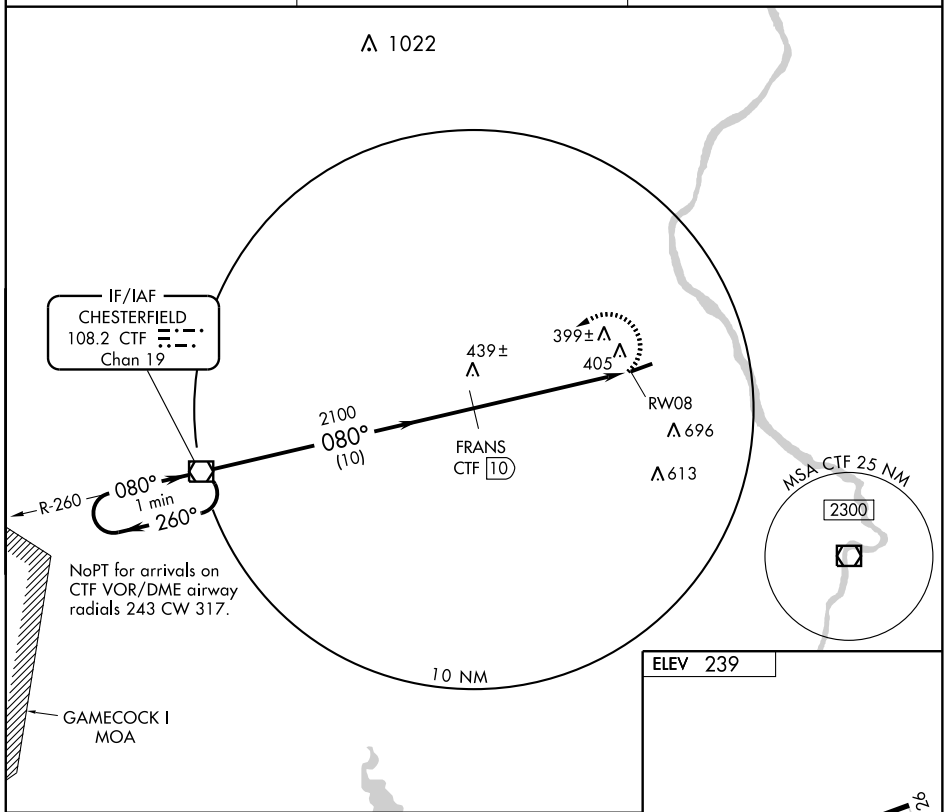
VOR/DME RWY 8

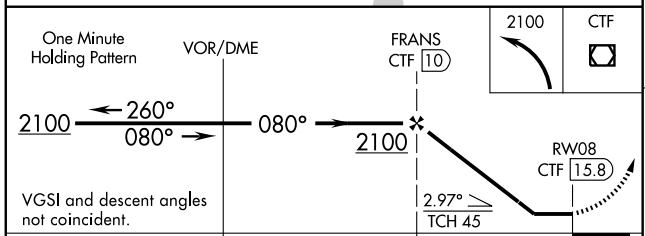
CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

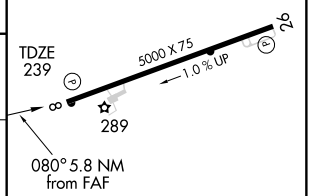
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2100 direct CTF VOR/DME and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
118.175	118.6 341.7	122.8 (CTAF) L







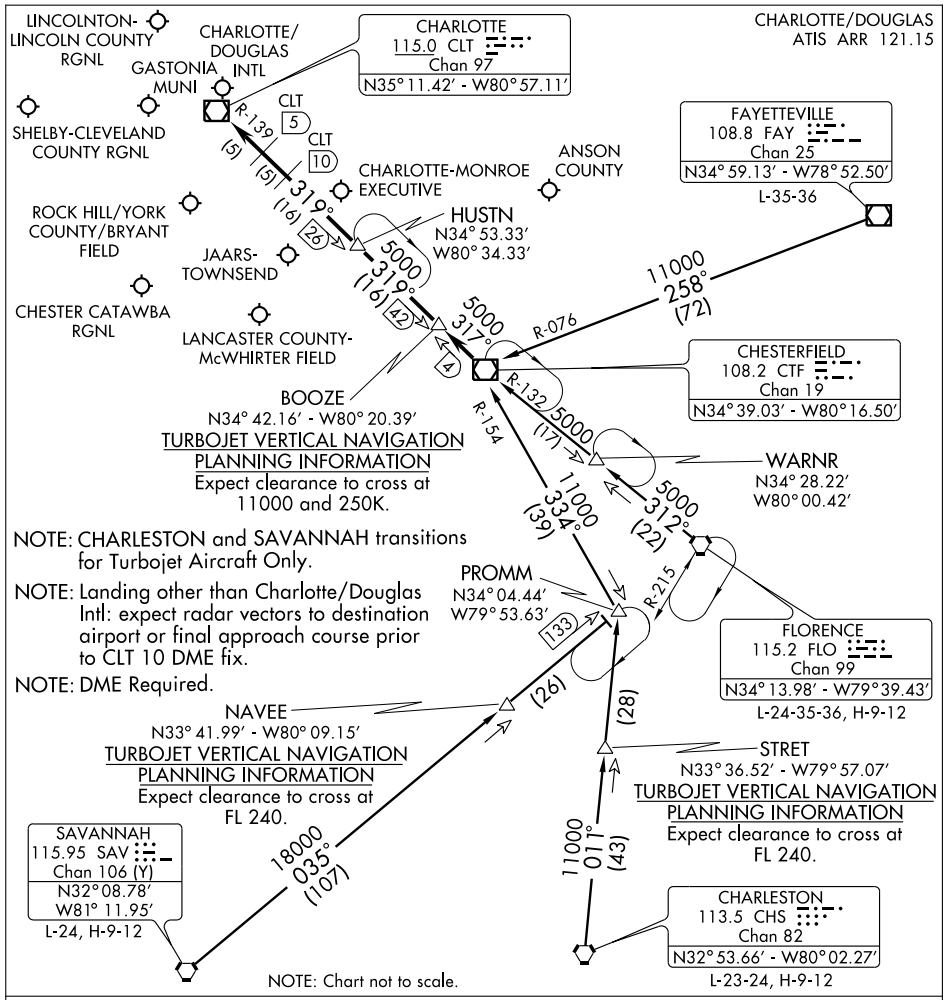
CATEGORY	A	B	C	D
S-8	660-1	421 (500-1)	660-1¼ 421 (500-1¼)	660-1½ 421 (500-1½)
CIRCLING	700-1	461 (500-1)	700-1½ 461 (500-1½)	800-2 561 (600-2)

REIL Rwys 8 and 26
MIRL Rwy 8-26 L

SE-2. 17 DEC 2009 to 14 JAN 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

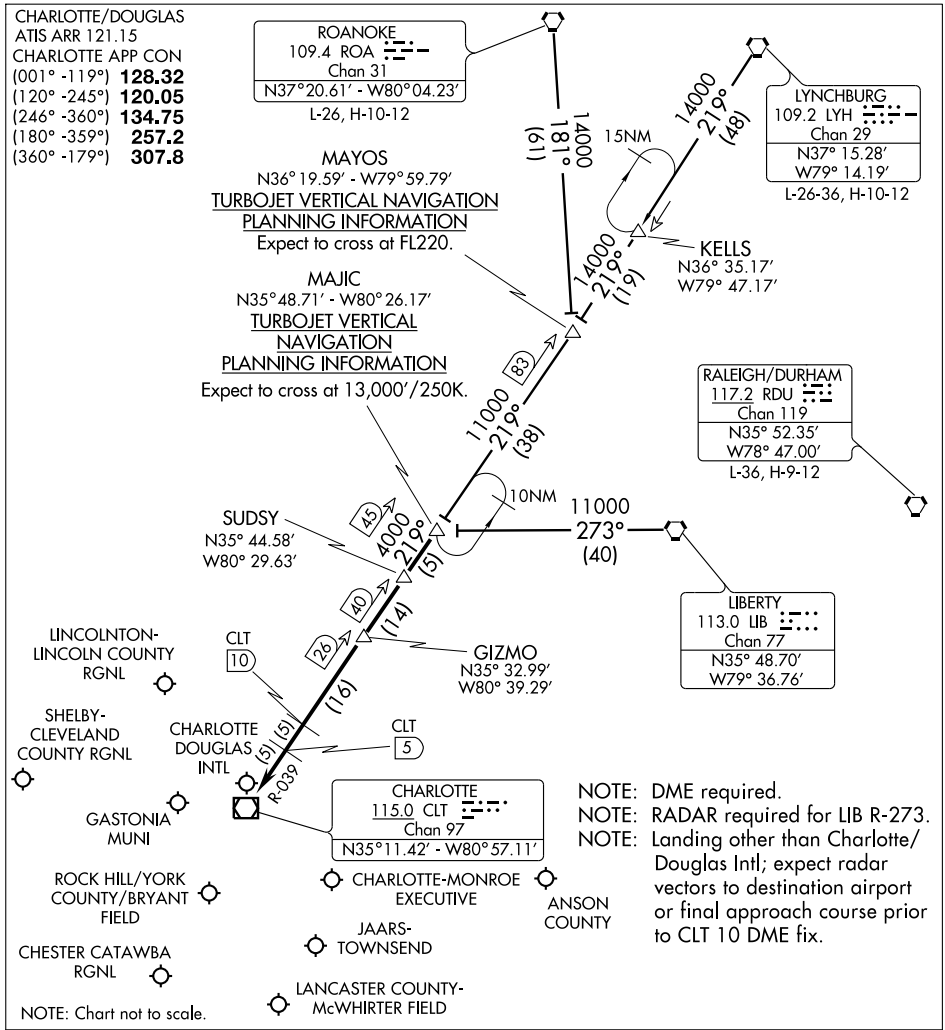
(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 17 DEC 2009 to 14 JAN 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB DCM	APP CRS		
220	342°	Rwy ldg	5000
		TDZE	648
		Apt Elev	656

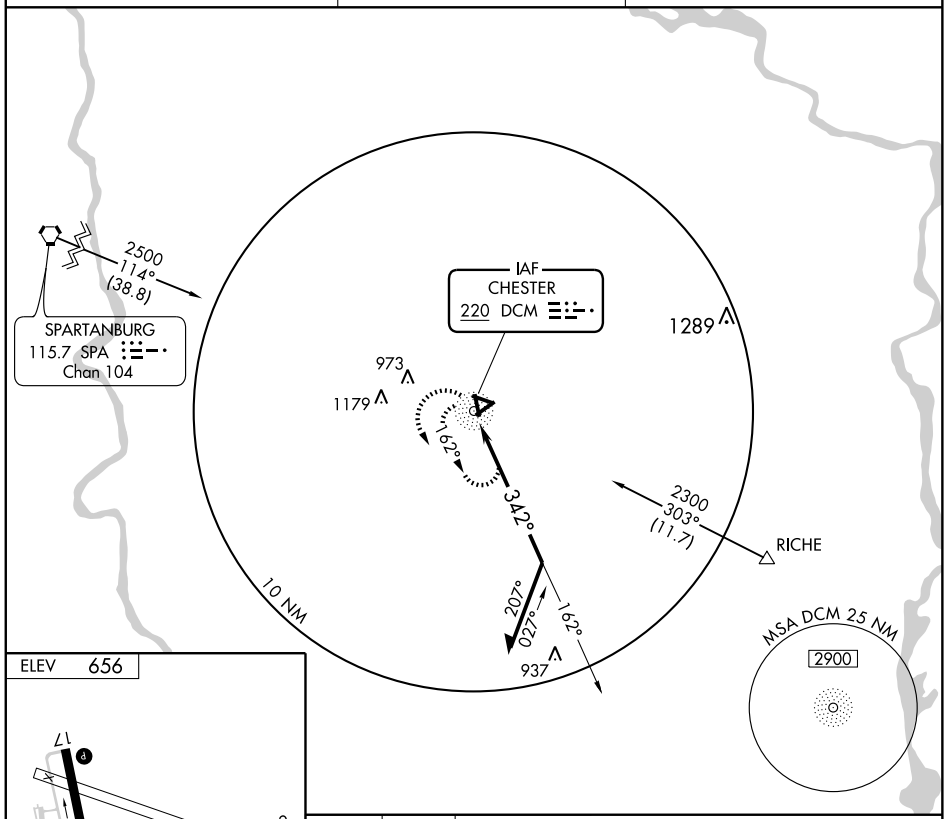
NDB RWY 35

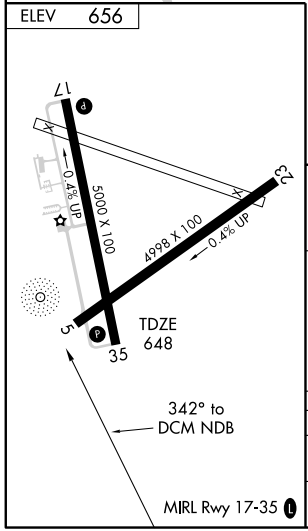
CHESTER CATAWBA RGNL (DCM)

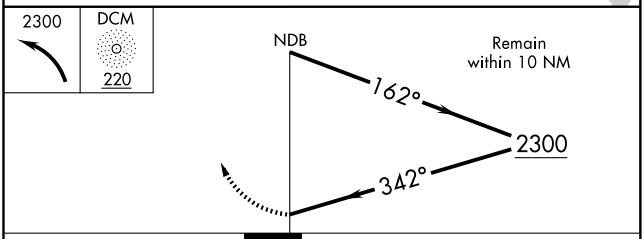
▼ NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2300 in DCM NDB holding pattern.

AWOS-3	CHARLOTTE APP CON	UNICOM
120.975	120.05 307.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-35	1340-1	692 (700-1)	1340-2 692 (700-2)	1340-2¼ 692 (700-2¼)
CIRCLING	1340-1	684 (700-1)	1340-2 684 (700-2)	1340-2¼ 684 (700-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
174°	TDZE	656
	Apt Elev	656

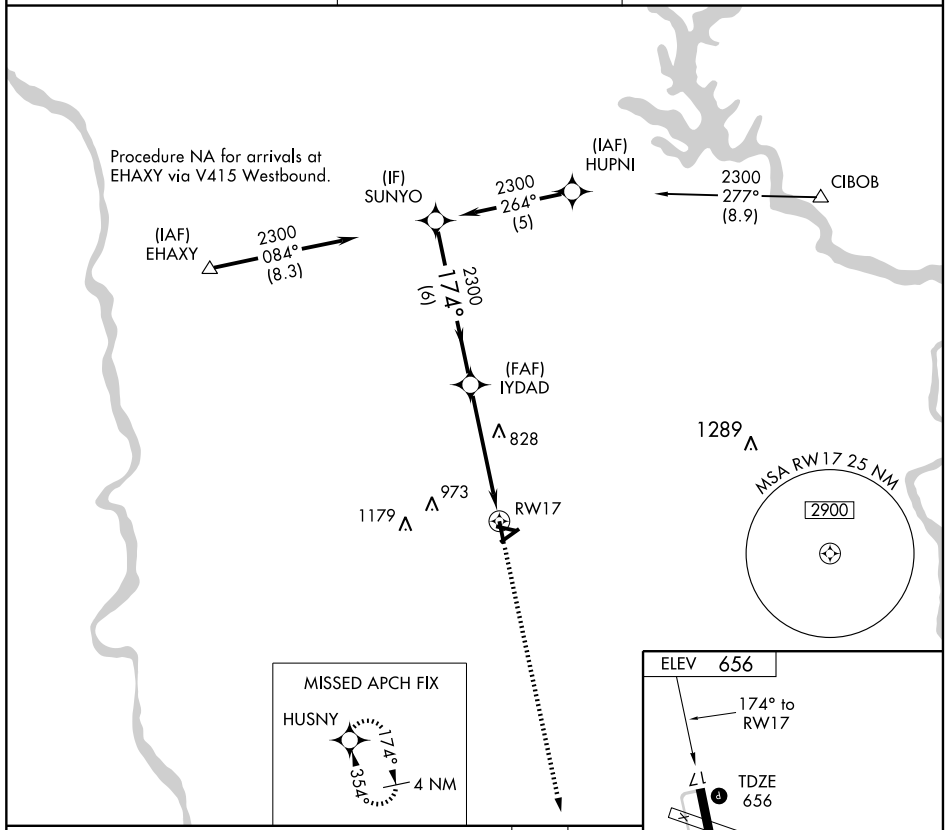
RNAV (GPS) RWY 17

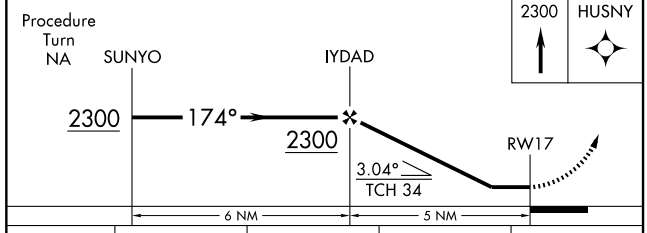
CHESTER CATAWBA RGNL (DCM)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 40 feet and LNAV Cat. D visibility ¼ mile.

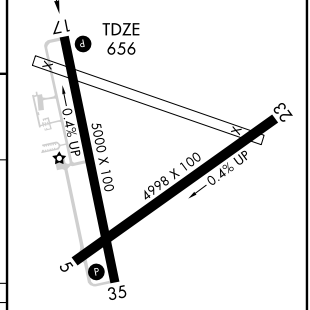
MISSED APPROACH: Climb to 2300 direct HUSNY and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
120.975	120.05 307.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1080-1 424 (500-1)		1080-1¼ 424 (500-1¼)	
CIRCLING	1160-1 504 (600-1)		1160-1½ 504 (600-1½)	1220-2 564 (600-2)



SE-2, 17 DEC 2009 to 14 JAN 2010

CHESTER, SOUTH CAROLINA

AL-5954 (FAA)

APP CRS	Rwy Idg	5000
354°	TDZE	648
	Apt Elev	656

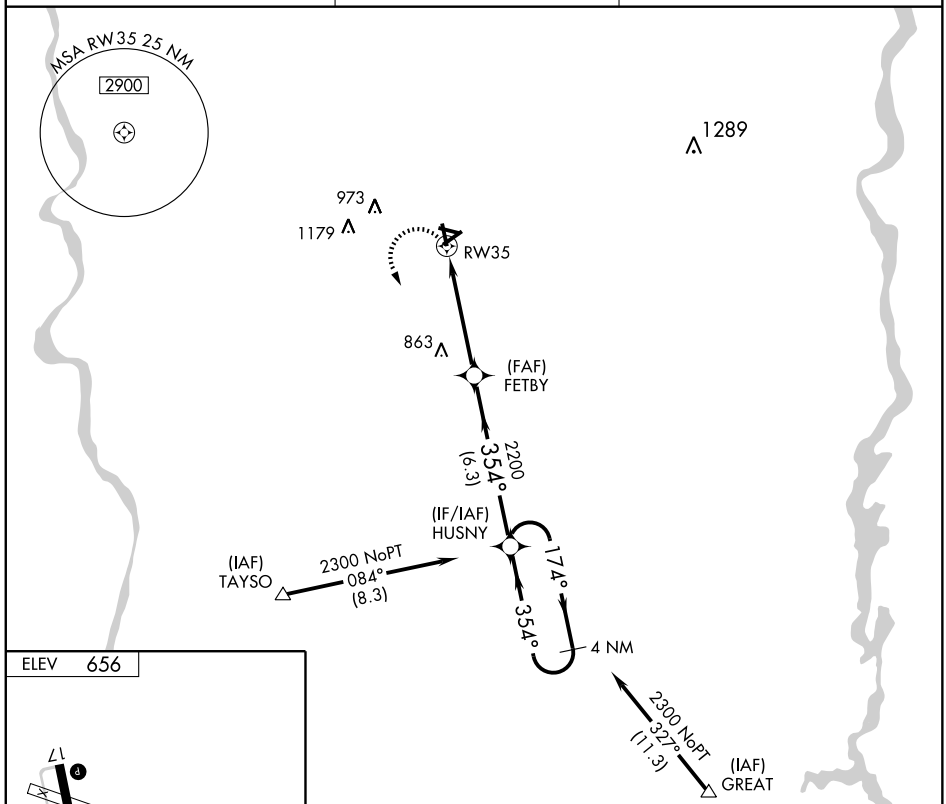
RNAV (GPS) RWY 35

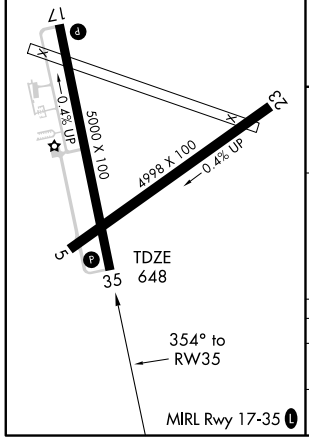
CHESTER CATAWBA RGNL (DCM)

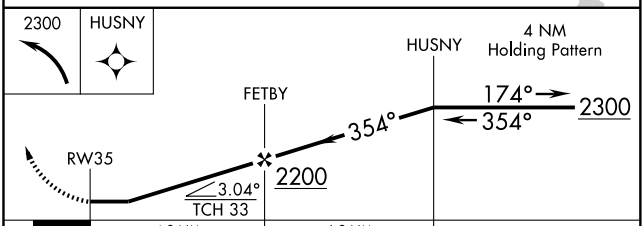
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 2300 direct HUSNY and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
120.975	120.05 307.8	122.7 (CTAF)

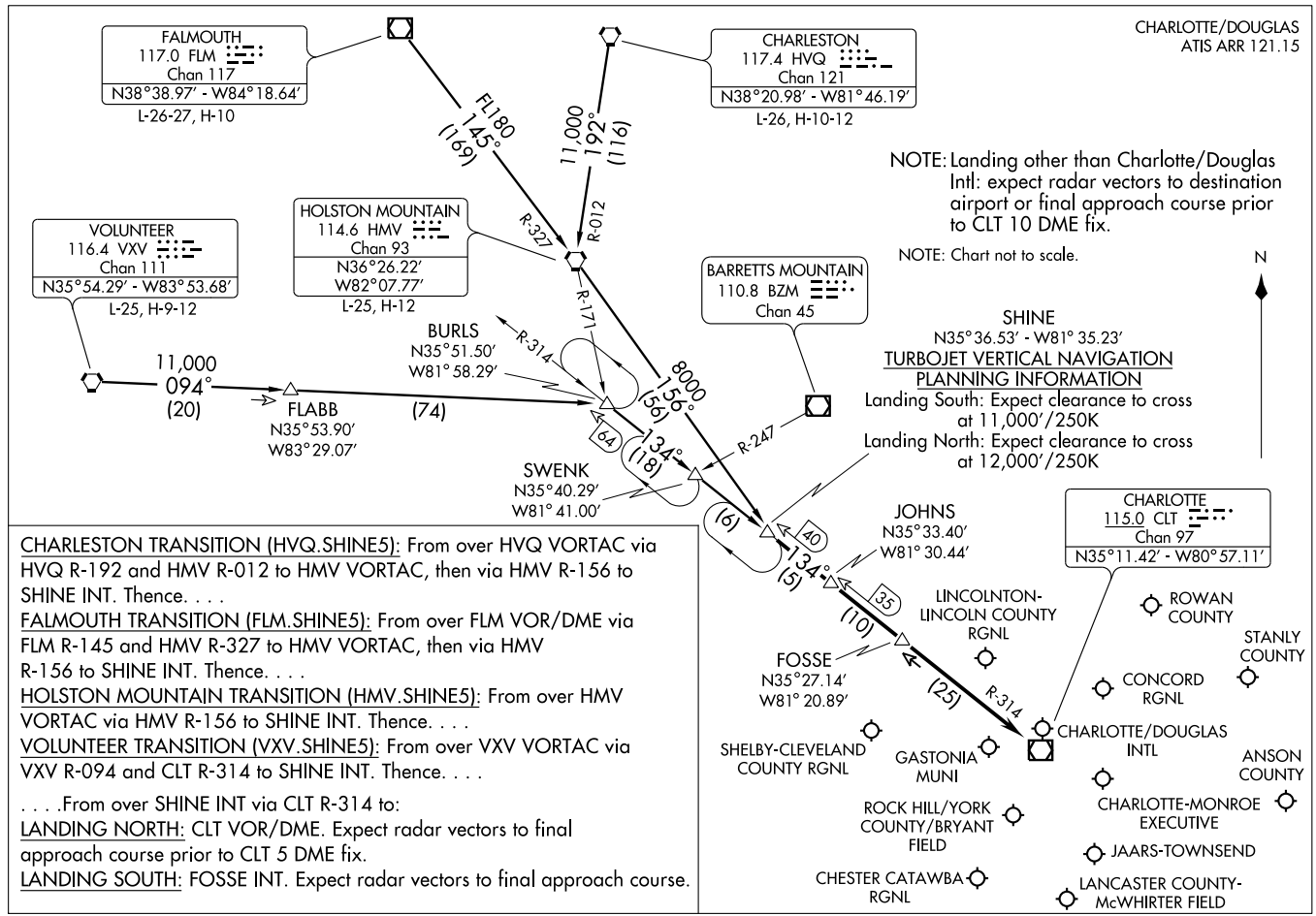






CATEGORY	A	B	C	D
LNAV MDA	1100-1	452 (500-1)	1100-1¼ 452 (500-1¼)	1100-1½ 452 (500-1½)
CIRCLING	1160-1	504 (600-1)	1160-1½ 504 (600-1½)	1220-2 564 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

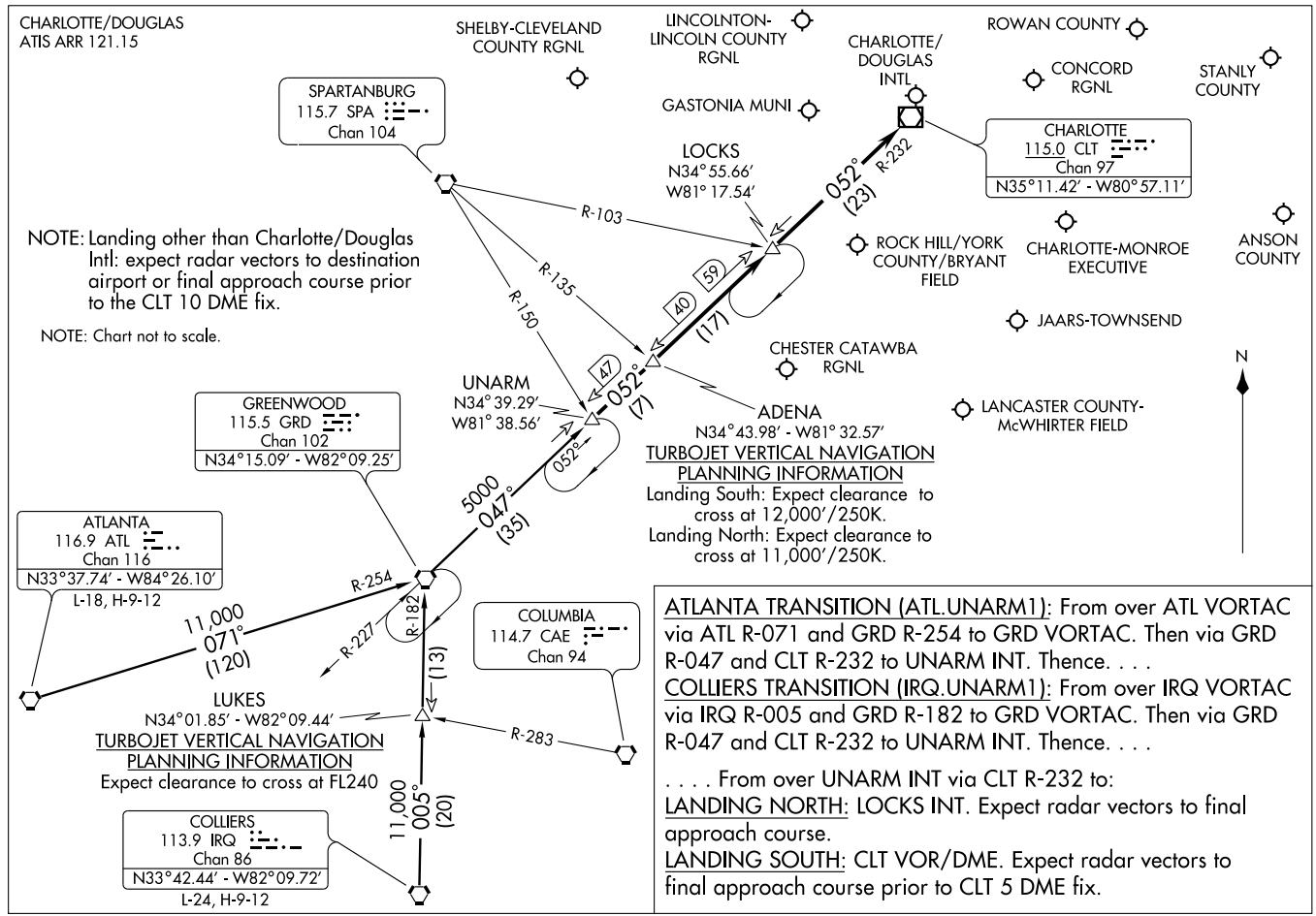
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

NDB CEU	APP CRS	Rwy ldg	4400
257	267°	TDZE	892
		Apt Elev	892

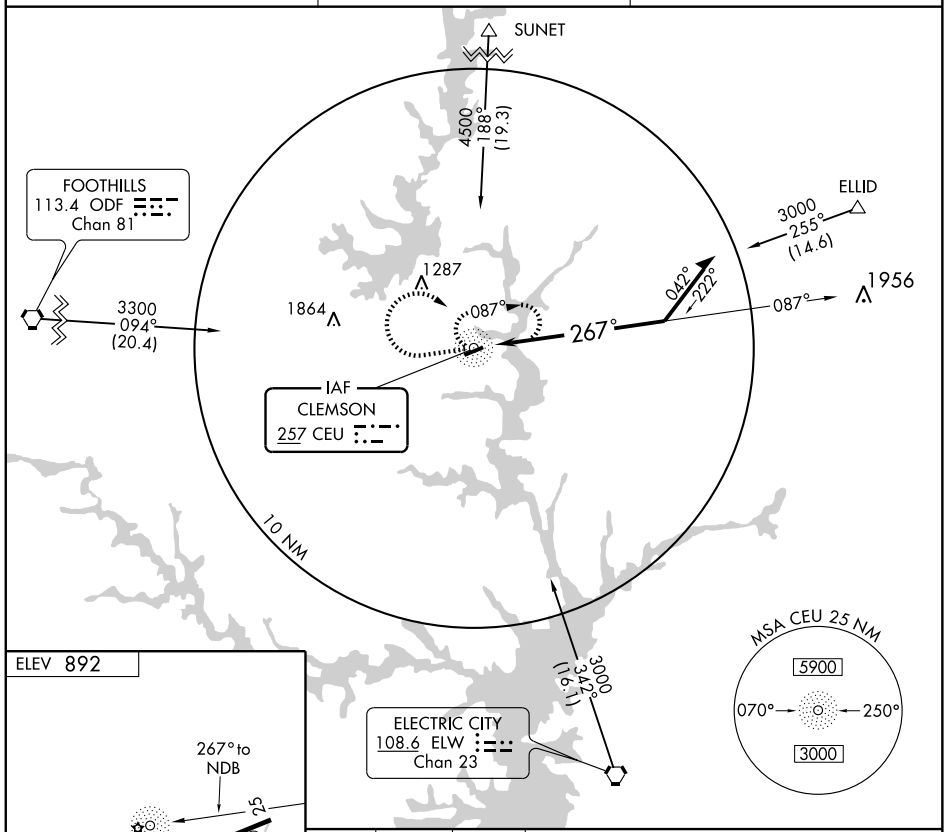
NDB RWY 25

CLEMSON/OCONEE COUNTY RGNL (CEU)

NA

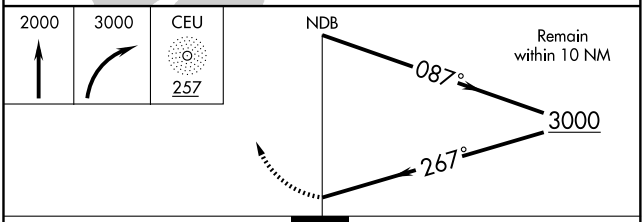
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CEU NDB and hold.

ASOS	GREER APP CON ★	UNICOM
119.275	118.8 385.4	122.7 (CTAF) L



MIRL Rwy 7-25 L
REIL Rwys 7 and 25

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-25	1500-1 608 (700-1)		1500-1¾ 608 (700-1¾)	NA
CIRCLING	1500-1 608 (700-1)		1500-1¾ 608 (700-1¾)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

CLEMSON, SOUTH CAROLINA AL-5996 (FAA)

WAAS	APP CRS	Rwy Idg	4400
CH 97605	073°	TDZE	892
W07A		Apt Elev	892

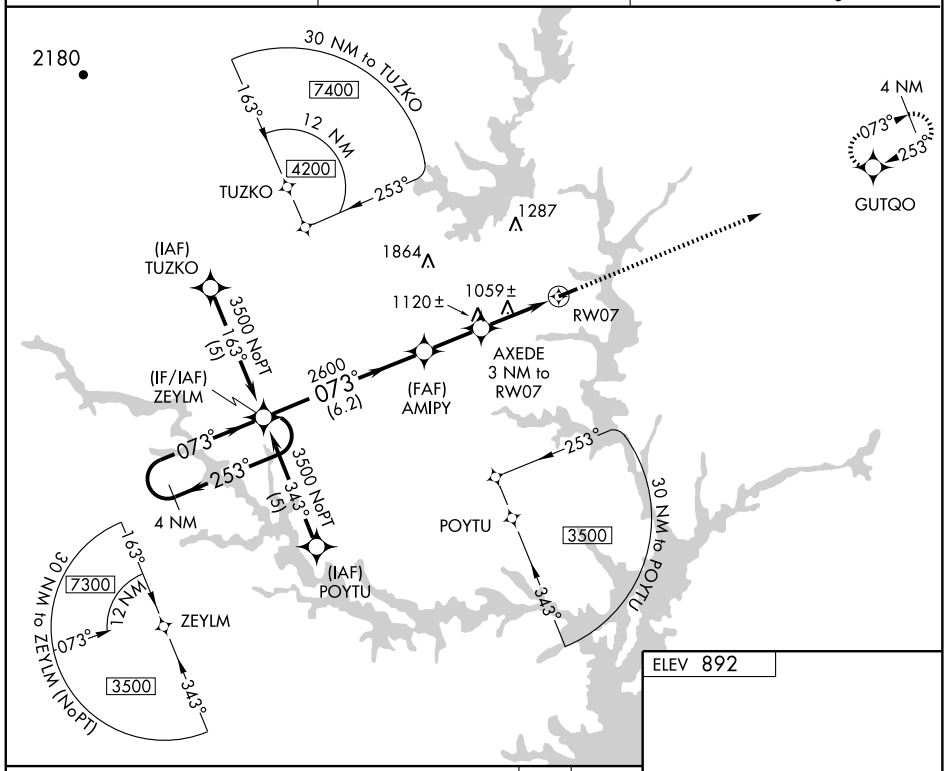
RNAV (GPS) RWY 7

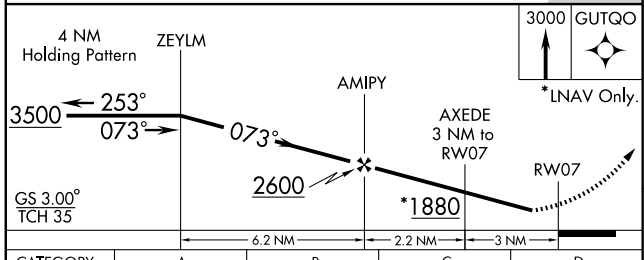
CLEMSON/ OCONEE COUNTY RGNL (CEU)

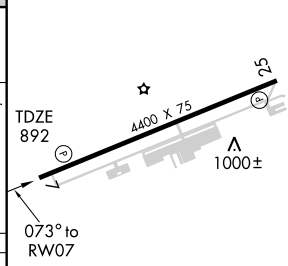
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Anderson altimeter setting and increase DA to 1262 and all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct GUTQO and hold.

ASOS	GREER APP CON ★	UNICOM
119.275	118.8 385.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1214-1¼ 322 (400-1¼)			NA
LNAV MDA	1320-1 428 (500-1)		1320-1¼ 428 (500-1¼)	NA
CIRCLING	1380-1 488 (500-1)		1380-1½ 488 (500-1½)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4400
CH 50405	253°	TDZE	892
W25A		Apt Elev	892

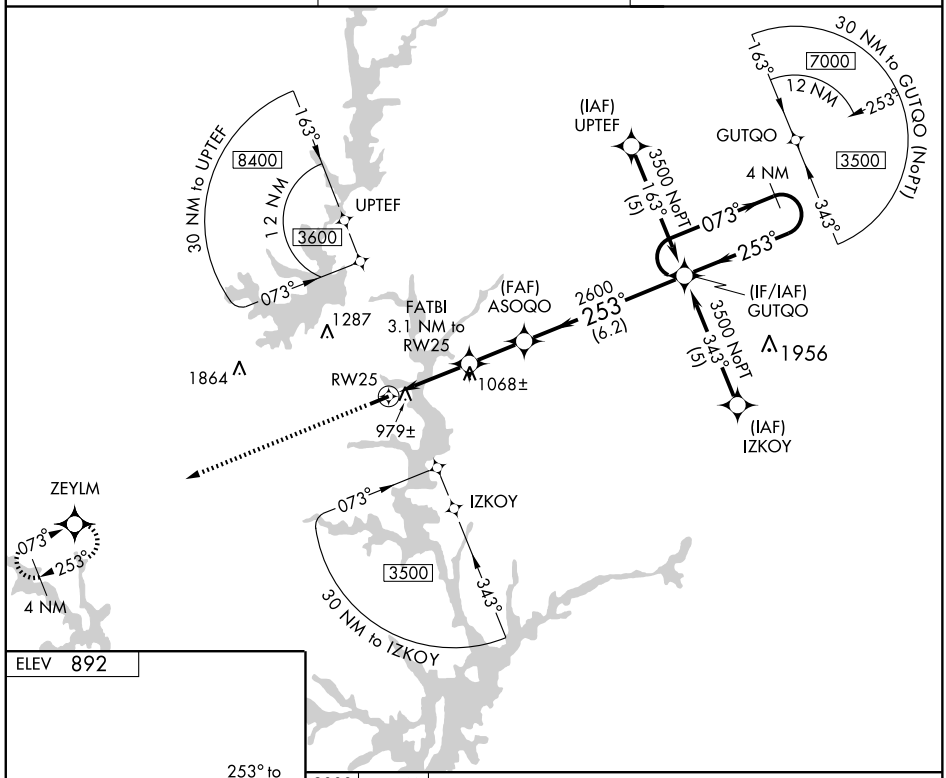
RNAV (GPS) RWY 25

CLEMSON/ OCONEE COUNTY RGNL (CEU)

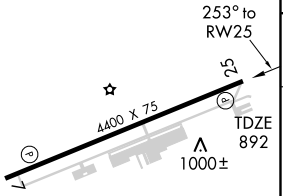
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA
If local altimeter setting not received, use Anderson altimeter setting and increase DA to 1190 and all MDAs 60 feet.

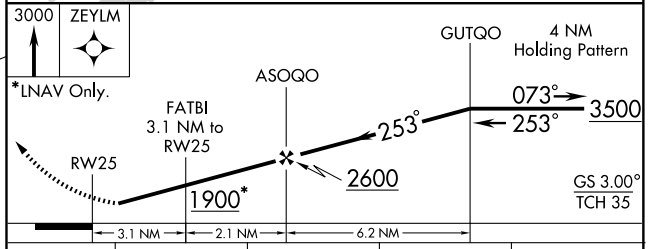
MISSED APPROACH: Climb to 3000 direct ZEYLM and hold.

ASOS	GREER APP CON ★	UNICOM
119.275	118.8 385.4	122.7 (CTAF) L



ELEV 892





CATEGORY	A	B	C	D
LPV DA	1142-1 250 (300-1)			NA
LNAV MDA	1240-1 348 (400-1)			NA
CIRCLING	1380-1 488 (500-1)		1380-1½ 488 (500-1½)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25

SE-2, 17 DEC 2009 to 14 JAN 2010

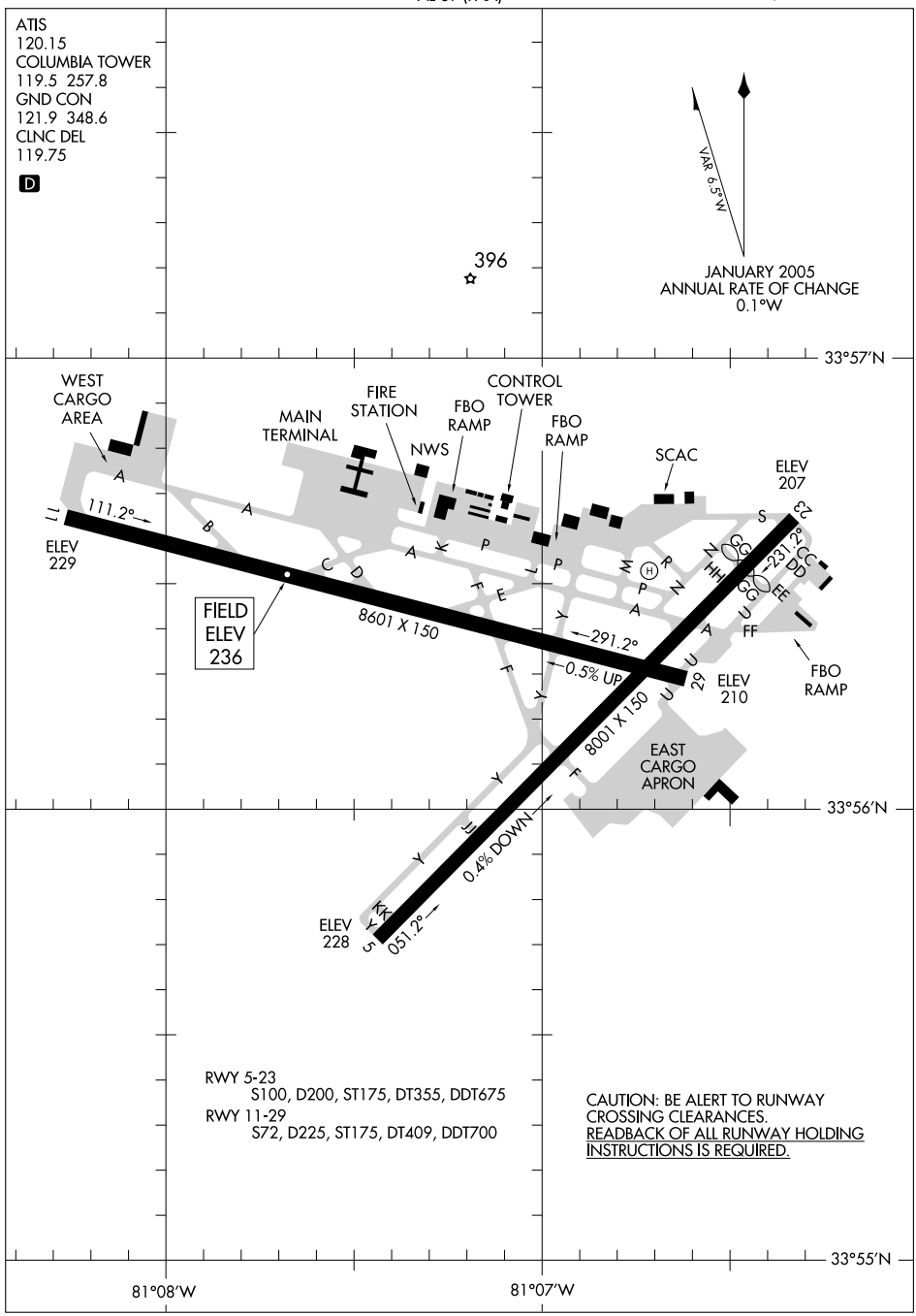
09015

AIRPORT DIAGRAM

AL-89 (FAA)

COLUMBIA METROPOLITAN (CAE)

COLUMBIA, SOUTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-GJC	APP CRS	Rwy Idg	7001
108.95	050°	TDZE	228
		Apt Elev	236

ILS or LOC RWY 5
COLUMBIA METROPOLITAN (CAE)

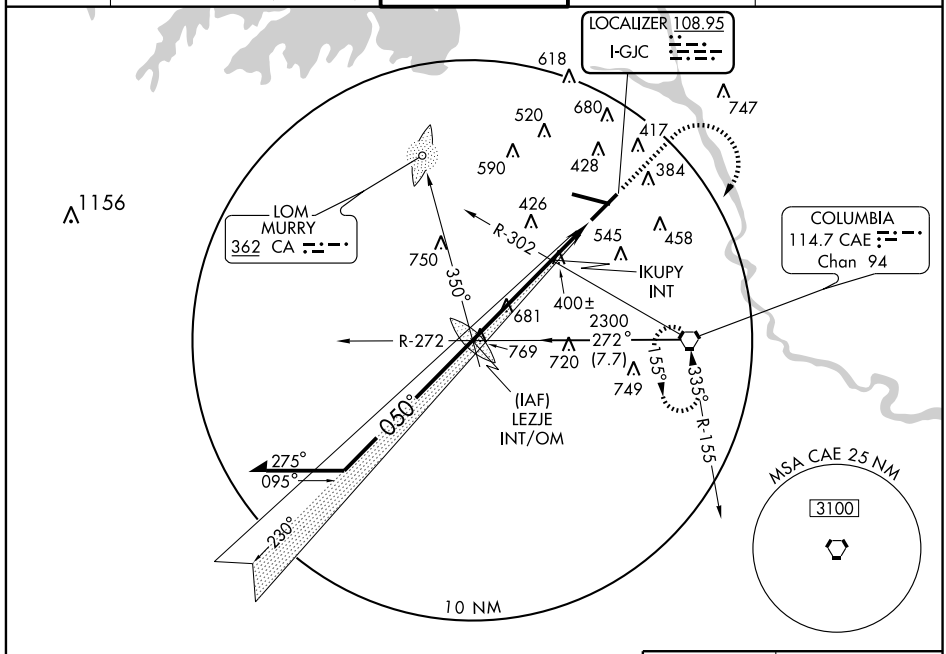
ASR

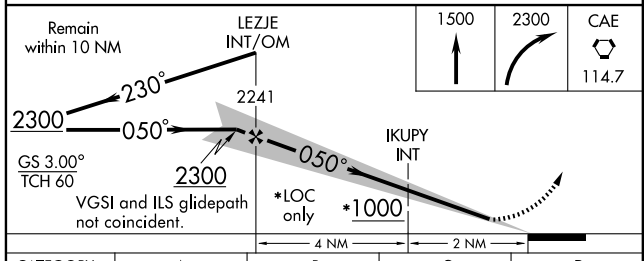
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

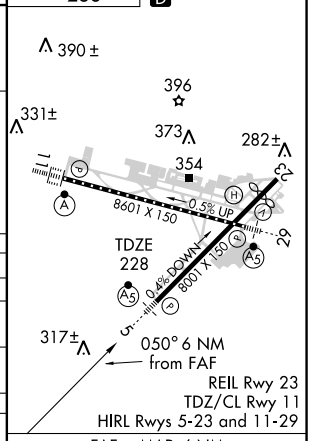
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct CAE VORTAC and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75







CATEGORY	A	B	C	D
S-ILS 5	** 428/24 200 (200-½)			
S-LOC 5	1000/24 772 (800-½)	1000/40 772 (800-¾)	1000-1¾ 772 (800-1¾)	1000-2 772 (800-2)
CIRCLING	1000-1 764 (800-1)	1000-1¼ 764 (800-1¼)	1000-2¼ 764 (800-2¼)	1000-2½ 764 (800-2½)
IKUPY INT MINIMUMS				
S-LOC 5	700/24 472 (500-½)		700/40 472 (500-¾)	700/50 472 (500-1)
CIRCLING	760-1 524 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-CAE	APP CRS	Rwy ldg	8601
110.3	112°	TDZE	236
		Apt Elev	236

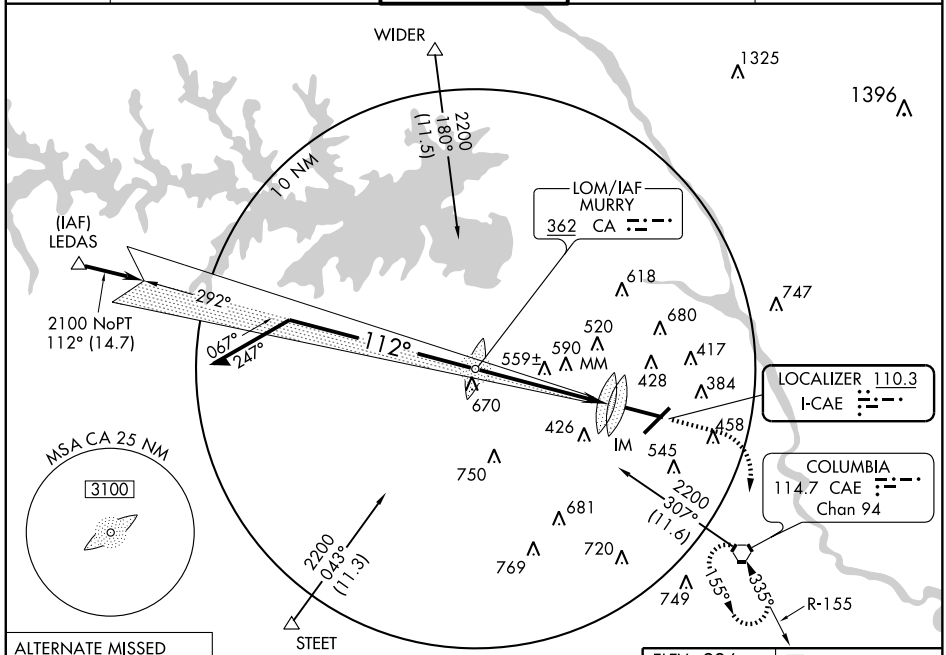
ILS or LOC RWY 11
COLUMBIA METROPOLITAN (CAE)

ASR

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75

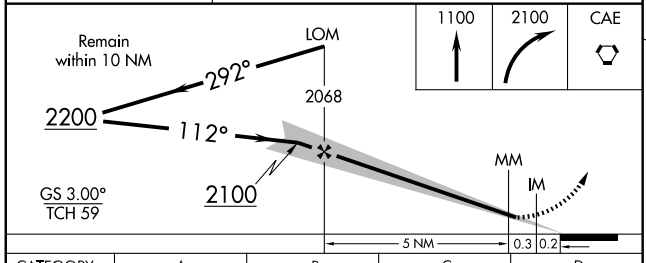


ALTERNATE MISSED APCH FIX

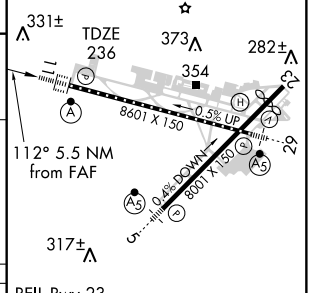
MURRY
CA
362



ADF REQUIRED



1100	2100	CAE



REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

CATEGORY	A	B	C	D
S-ILS 11	436/18 200 (200-½)			
S-LOC 11	820/24 584 (600-½)		820/50 584 (600-1)	820/60 584 (600-1¼)
CIRCLING	820-1 584 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-VYK	APP CRS	Rwy Idg	8601
108.3	290°	TDZE	227
		Apt Elev	236

ILS or LOC RWY 29
COLUMBIA METROPOLITAN (CAE)

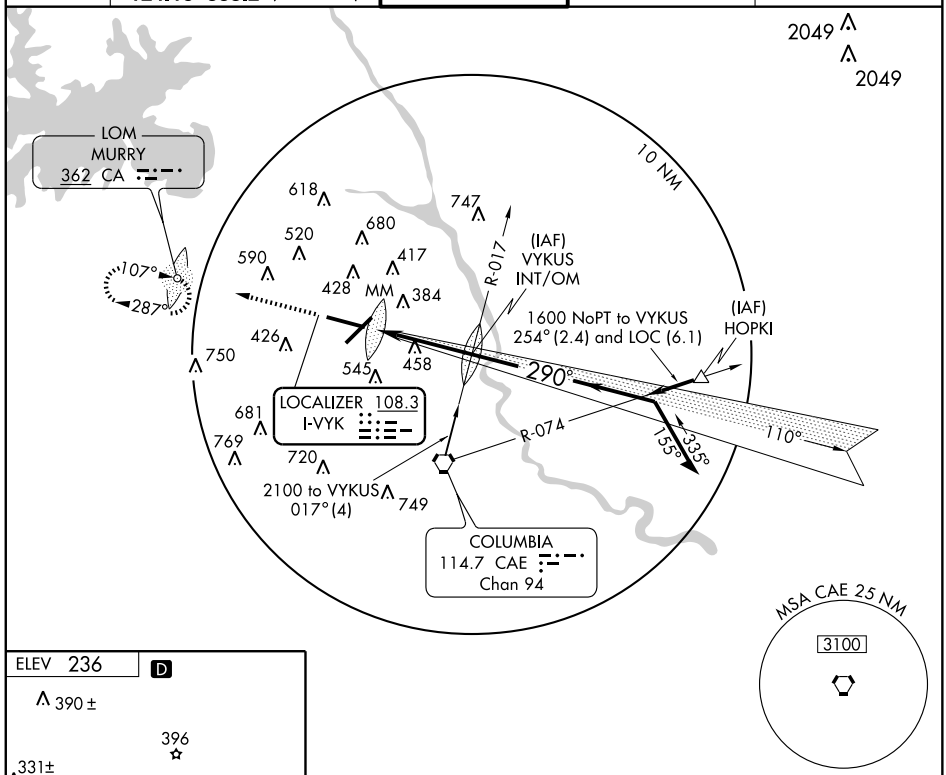
ASR

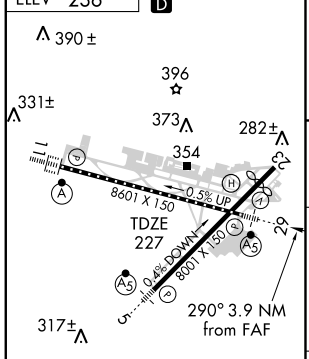
ADF REQUIRED.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2100 direct MURRY LOM and hold.

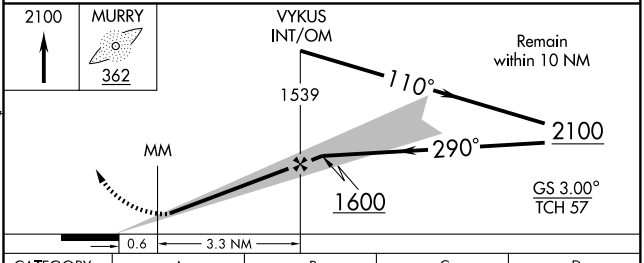
ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D
S-ILS 29	* 427/24	200 (200-½)		
S-LOC 29	700/24	473 (500-½)	700/40 473 (500-¾)	700/50 473 (500-1)
CIRCLING	760-1	524 (600-1)	840-1¾ 604 (700-1¾)	880-2 644 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-CAE	APP CRS	Rwy Idg	8601
110.3	112°	TDZE	236
		Apt Elev	236

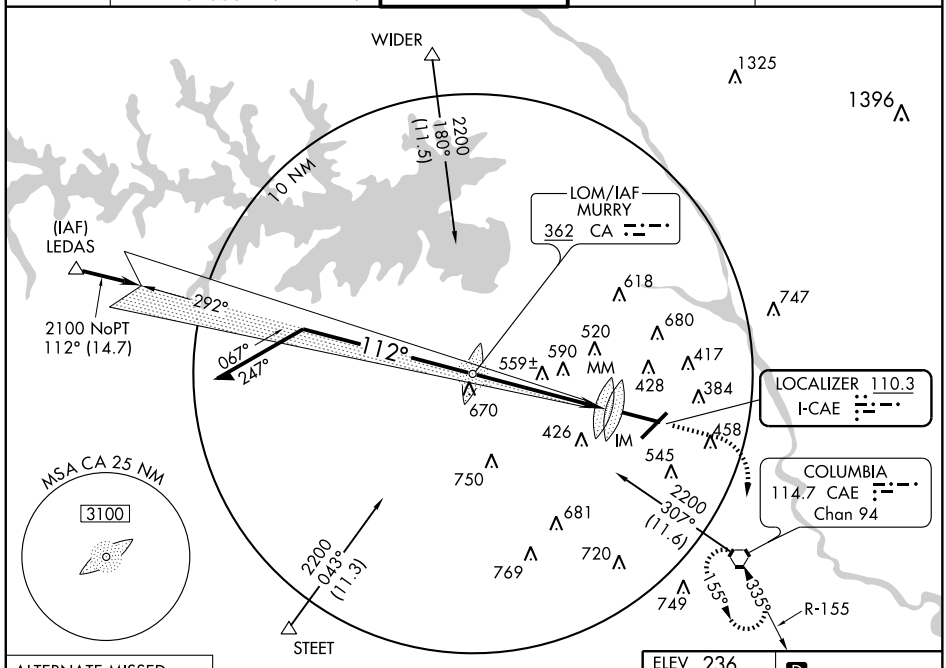
ILS RWY 11 (CAT II)
COLUMBIA METROPOLITAN (CAE)

ASR

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75

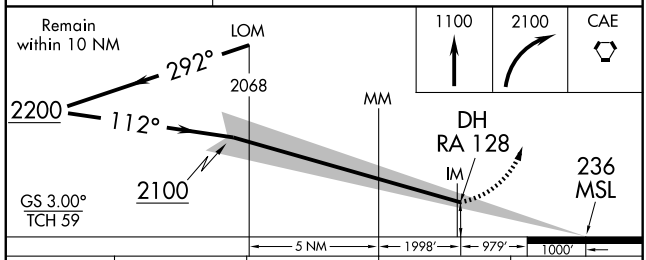


ALTERNATE MISSED APCH FIX

MURRY
CA
362

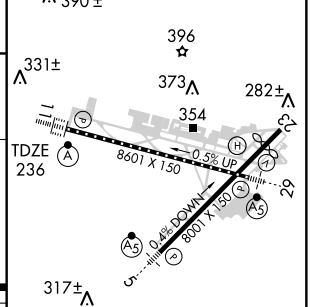
112°
292°

ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 11	RA 128/12 100 DA 336			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-CAE	APP CRS	Rwy ldg	8601
110.3	112°	TDZE	236
		Apt Elev	236

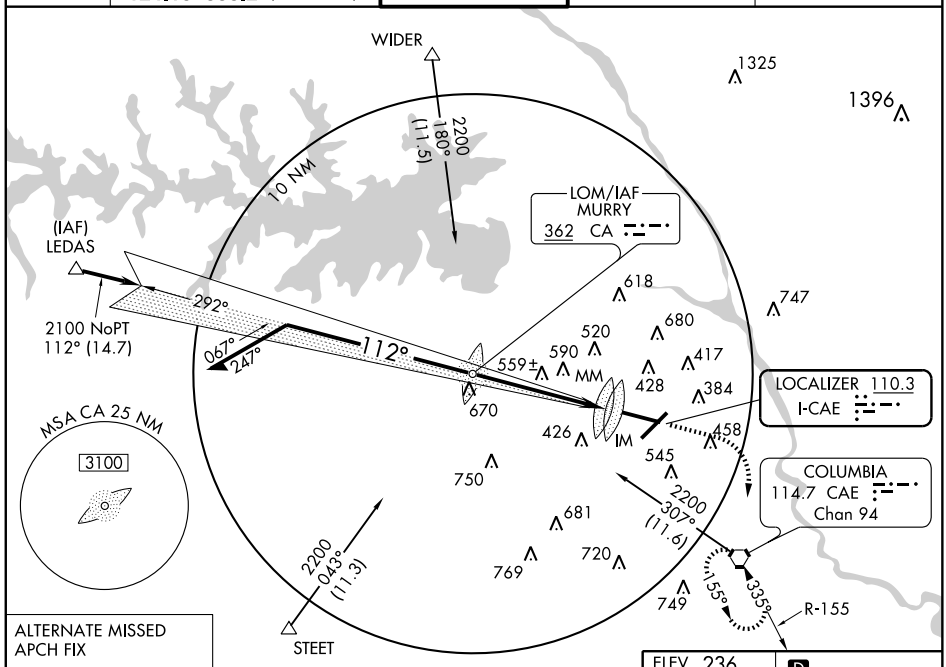
ILS RWY 11 (CAT III)
COLUMBIA METROPOLITAN (CAE)

ASR

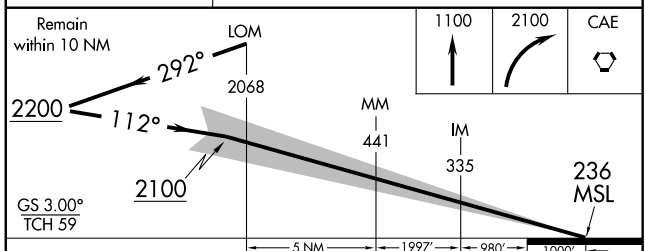
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75

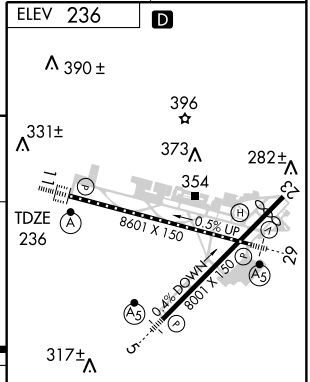


ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 11	CAT IIIA RVR 07			
S-ILS 11	CAT IIIB RVR 06			
S-ILS 11	CAT IIIC NA			

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS CH 45526 W05A	APP CRS 050°	Rwy Idg 7001 / TDZE 228 / Apt Elev 236

RNAV (GPS) RWY 5
COLUMBIA METROPOLITAN (CAE)

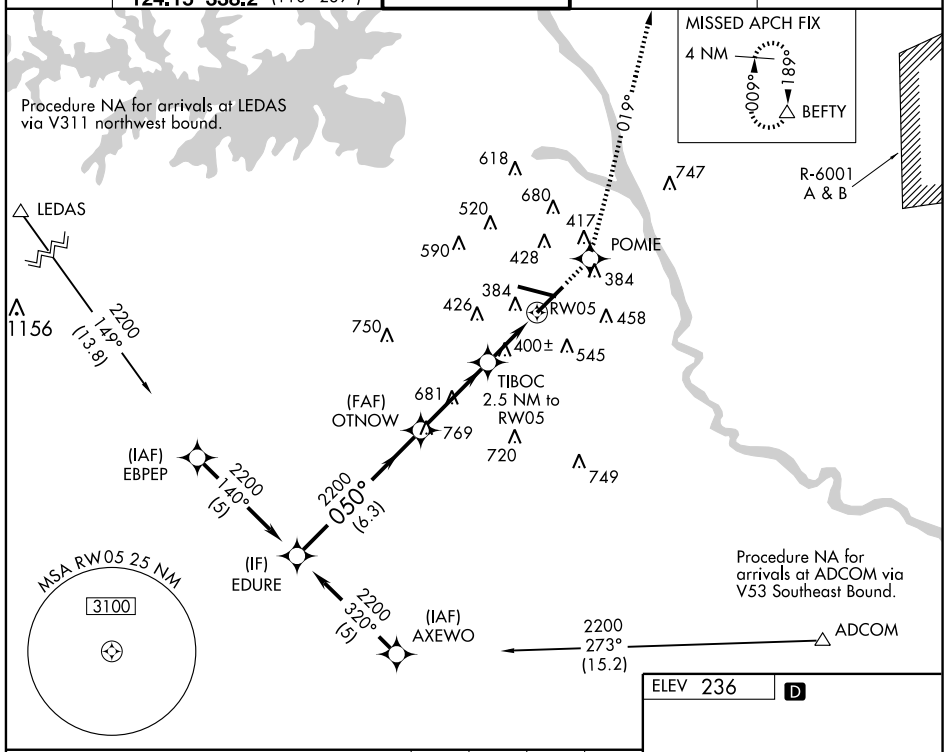
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

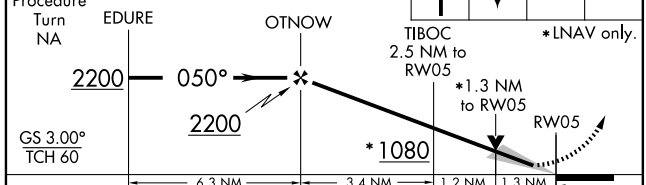
MISSED APPROACH: Climb to 2400 direct POMIE and via track 019° to BEFTY and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75

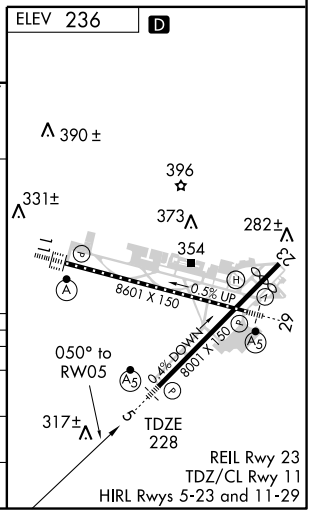


VGSI and RNAV glidepath not coincident.

2400	POMIE	track 019°	BEFTY



CATEGORY	A	B	C	D
LPV DA	428/24 200 (200-½)			
LNAV/VNAV DA	638/50 410 (500-1)			
LNAV MDA	700/24 472 (500-½)		700/40 472 (500-¾)	700/50 472 (500-1)
CIRCLING	740-1 504 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)



SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8601
CH 61014	110°	TDZE	236
W11A		Apt Elev	236

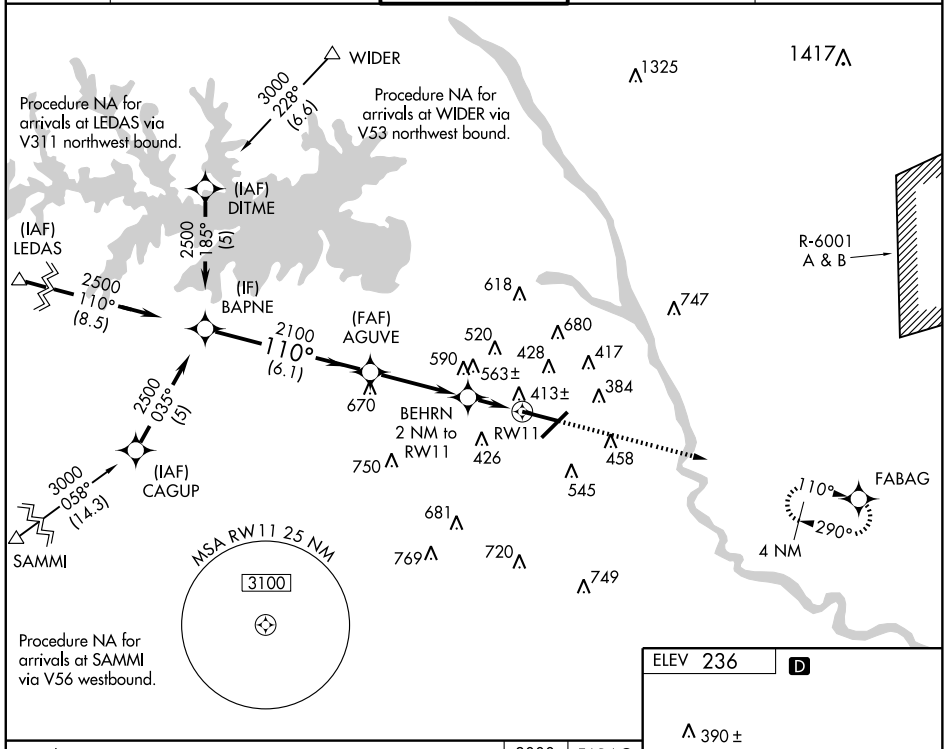
RNAV (GPS) RWY 11
COLUMBIA METROPOLITAN (CAE)

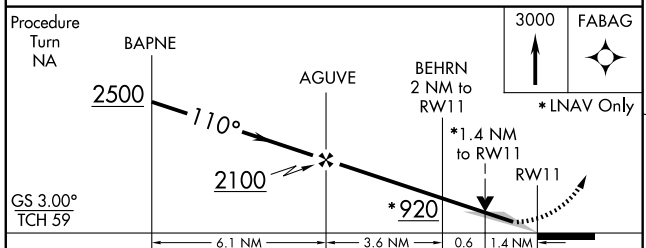
ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

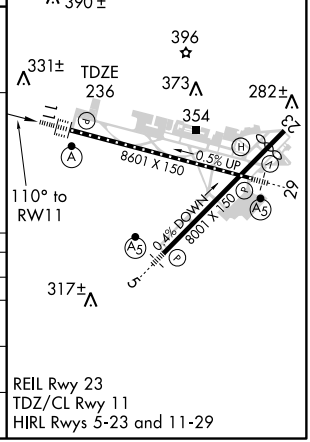
MISSED APPROACH: Climb to 3000 direct FABAG and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





CATEGORY	A	B	C	D
LPV DA	436/24 200 (200-½)			
LNAV/VNAV DA	744/60 508 (600-1¼)			
LNAV MDA	740/24 504 (600-½)		740/50 504 (600-1)	
CIRCLING	740-1 504 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)



REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7001
CH 40026	230°	TDZE	213
W23A		Apt Elev	236

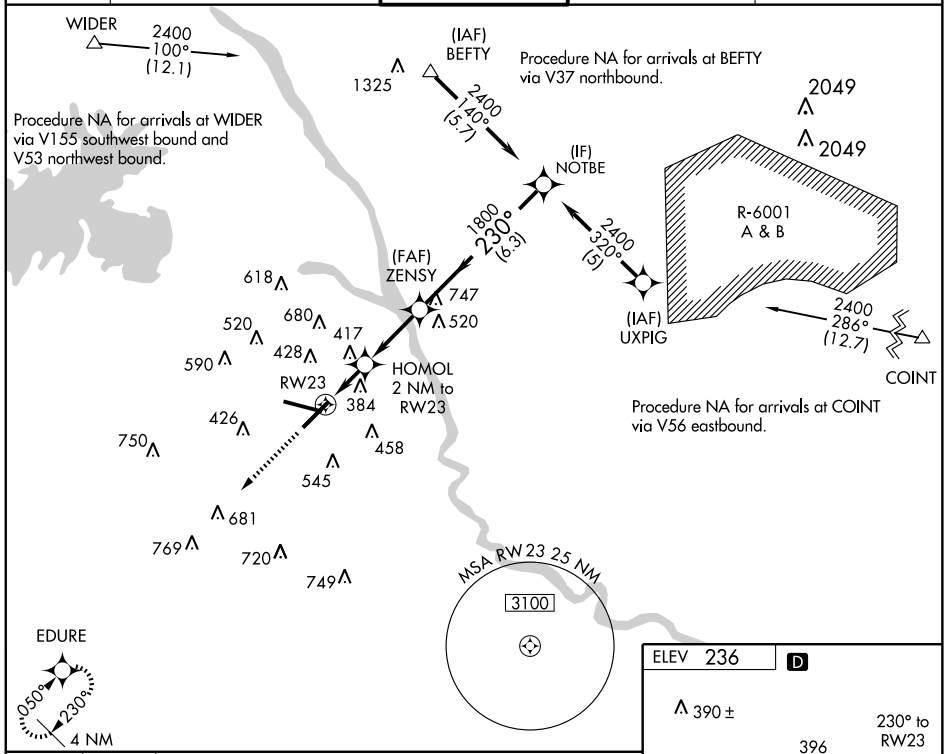
RNAV (GPS) RWY 23
COLUMBIA METROPOLITAN (CAE)

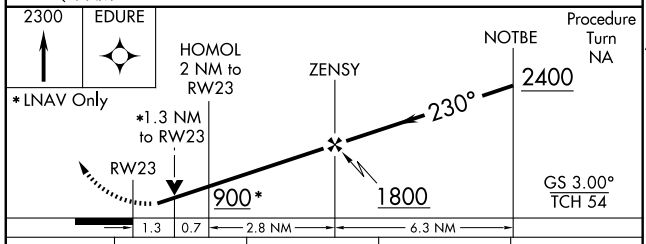
ASR

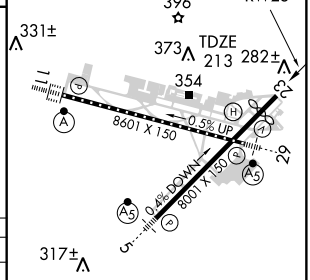
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct EDURE and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75







CATEGORY	A	B	C	D
LPV DA	503/50 290 (300-1)			
LNAV/VNAV DA	699-1¾ 486 (500-1¾)			
LNAV MDA	680/50 467 (500-1)		680/60 467 (500-1¼)	680-1½ 467 (500-1½)
CIRCLING	740-1 504 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2, 17 DEC 2009 to 14 JAN 2010

COLUMBIA, SOUTH CAROLINA AL-89 (FAA)

WAAS	APP CRS	Rwy Idg	8601
CH 53414	290°	TDZE	227
W29A		Apt Elev	236

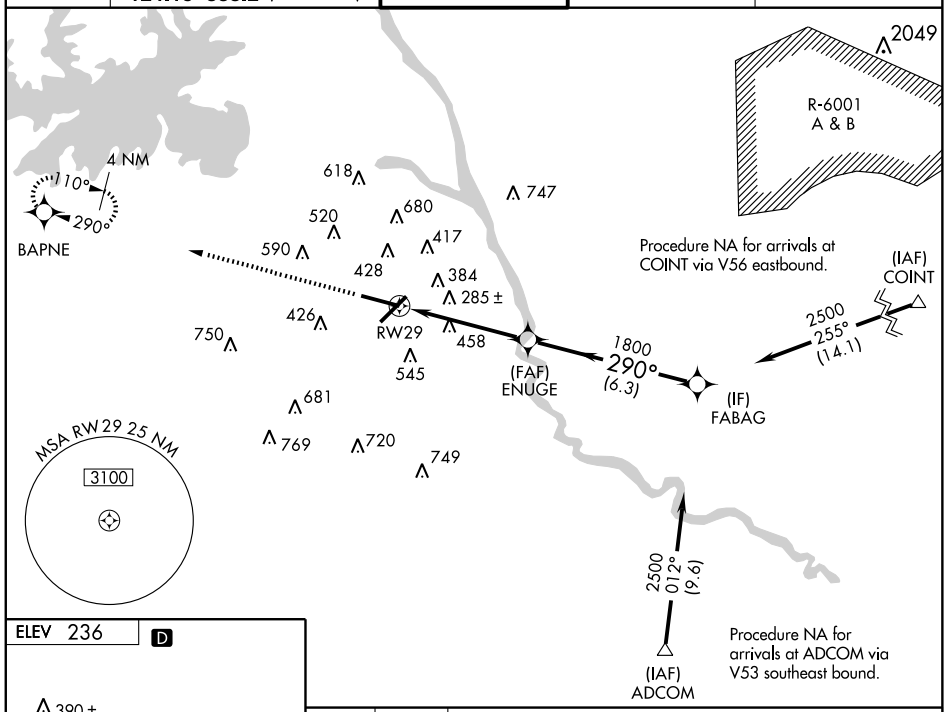
RNAV (GPS) RWY 29
COLUMBIA METROPOLITAN (CAE)

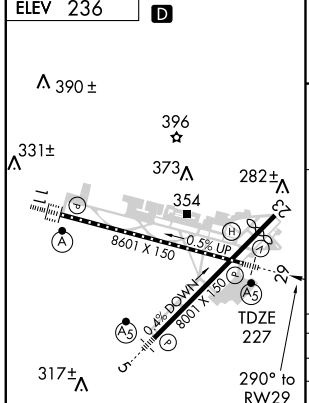
ASR — For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

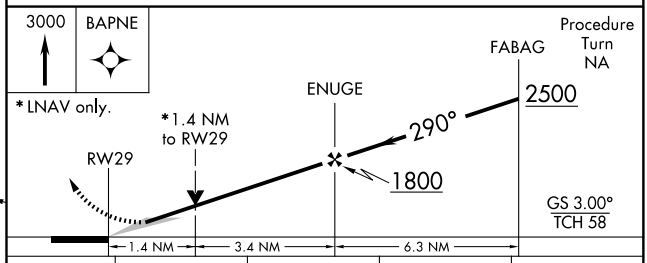
MALSR

MISSED APPROACH: Climb to 3000 direct BAPNE and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75







CATEGORY	A	B	C	D
LPV DA	427/24 200 (200-½)			
LNAV/VNAV DA	544/24 317 (400-½)			544/40 317 (400-¾)
LNAV MDA	720/24 493 (500-½)		720/40 493 (500-¾)	720/50 493 (500-1)
CIRCLING	740-1 504 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC CAE	APP CRS	Rwy Idg	N/A
114.7	329°	TDZE	N/A
Chan 94		Apt Elev	236

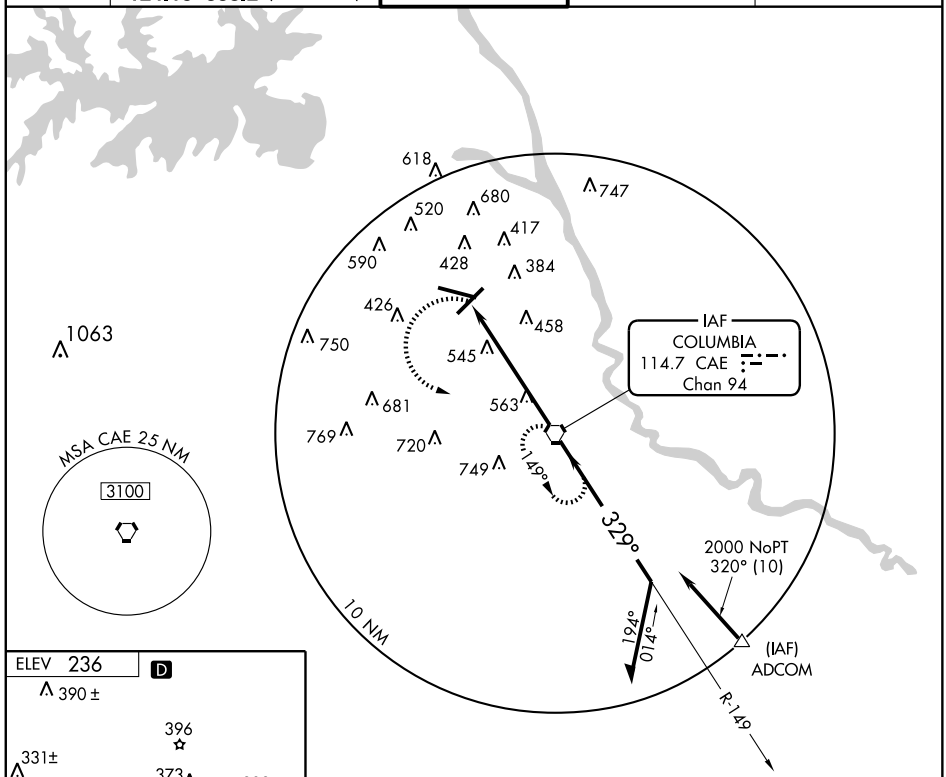
VOR-A

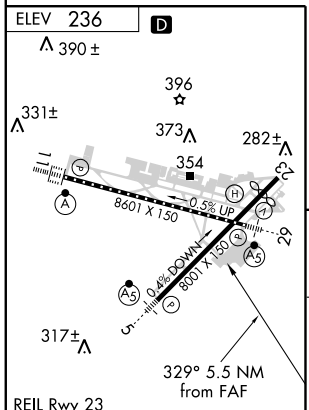
COLUMBIA METROPOLITAN (CAE)

ASR

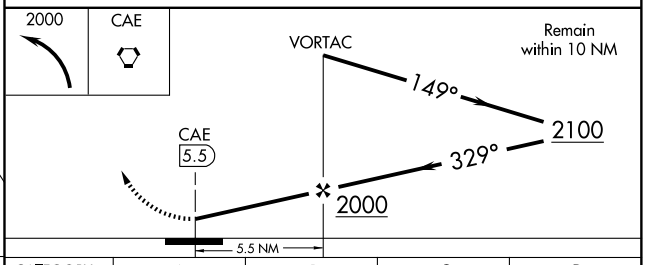
MISSED APPROACH: Climbing left turn to 2000 direct CAE VORTAC and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
CIRCLING	820-1 584 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS		
311°	Rwy ldg	4611
	TDZE	190
	Apt Elev	194

GPS RWY 31

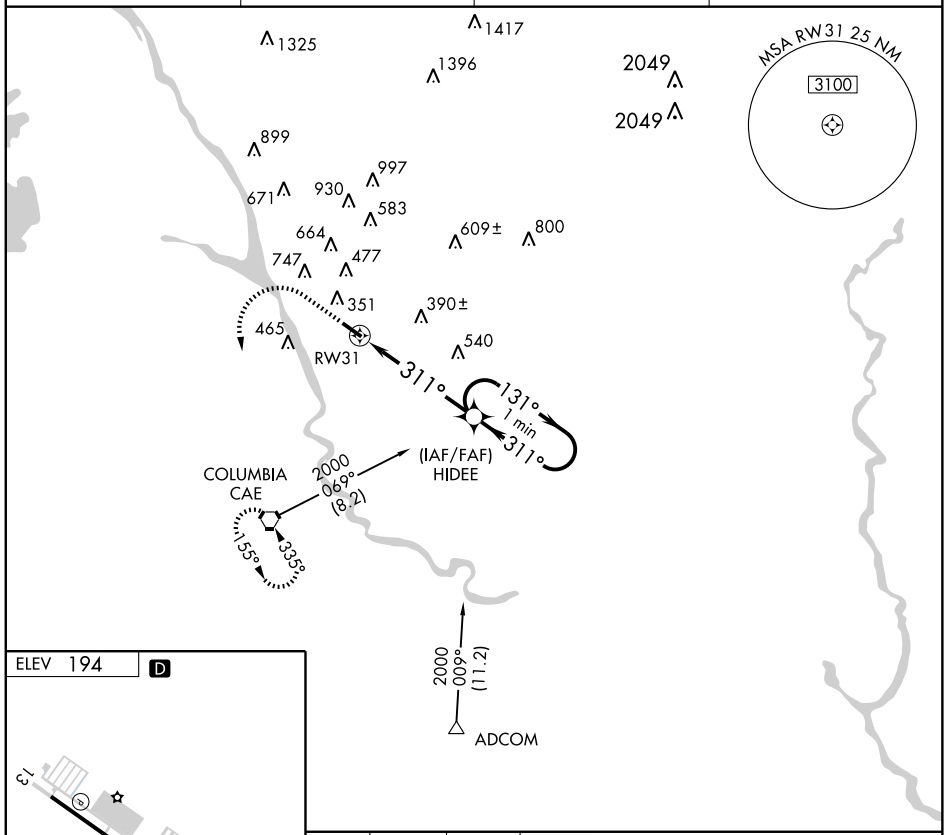
COLUMBIA/JIM HAMILTON L.B. OWENS (CUB)

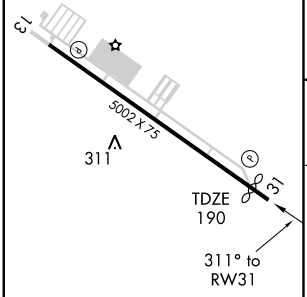
NA
ASR

Use Columbia altimeter setting.

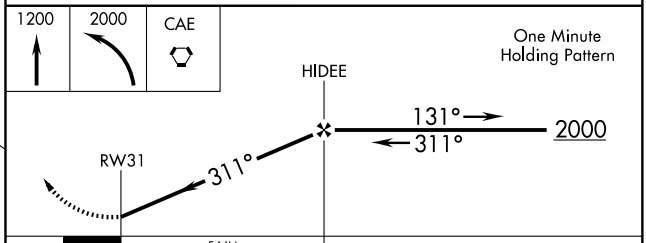
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.

ASOS	COLUMBIA APP CON	CLNC DEL	UNICOM
119.675	133.4	124.4	122.8 (CTAF) L





REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-31	680-1 490 (500-1)		680-1¼ 490 (500-1¼)	680-1½ 490 (500-1½)
CIRCLING	NA			

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-CUB	APP CRS	Rwy Idg	4611
110.9	311°	TDZE	190
Chan 46		Apt Elev	194

LOC RWY 31

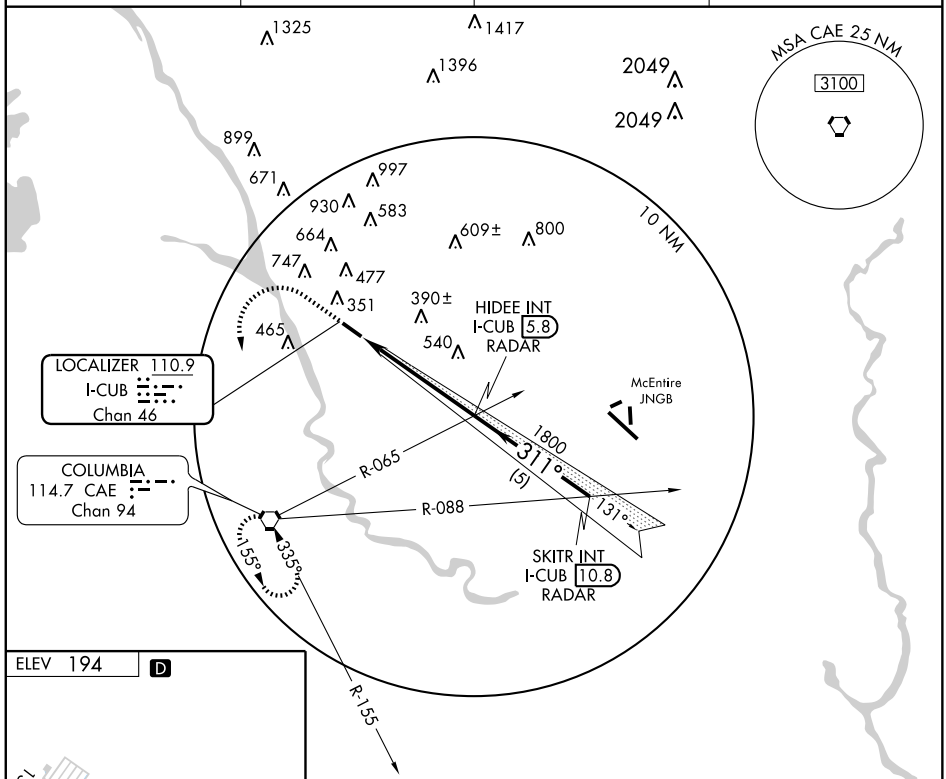
COLUMBIA/JIM HAMILTON L.B. OWENS (CUB)

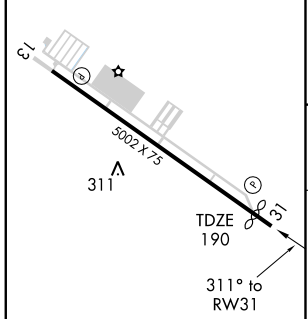
NA
ASR

Use Columbia Metropolitan altimeter setting.
RADAR REQUIRED

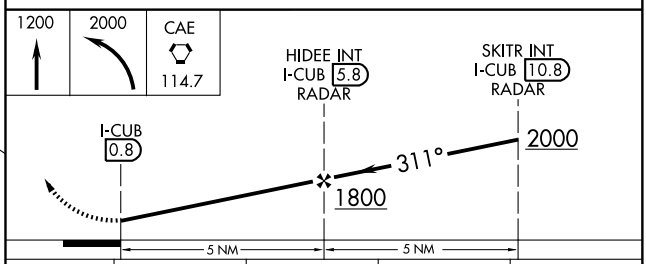
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.

ASOS	COLUMBIA APP CON	CLNC DEL	UNICOM
119.675	133.4	124.4	122.8 (CTAF) L





REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-31	660-1 470 (500-1)		660-1¼ 470 (500-1¼)	660-1½ 470 (500-1½)
CIRCLING	NA			

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB HYW 370	APP CRS 028°	Rwy Idg 4401 TDZE 33 Apt Elev 34

NDB RWY 4

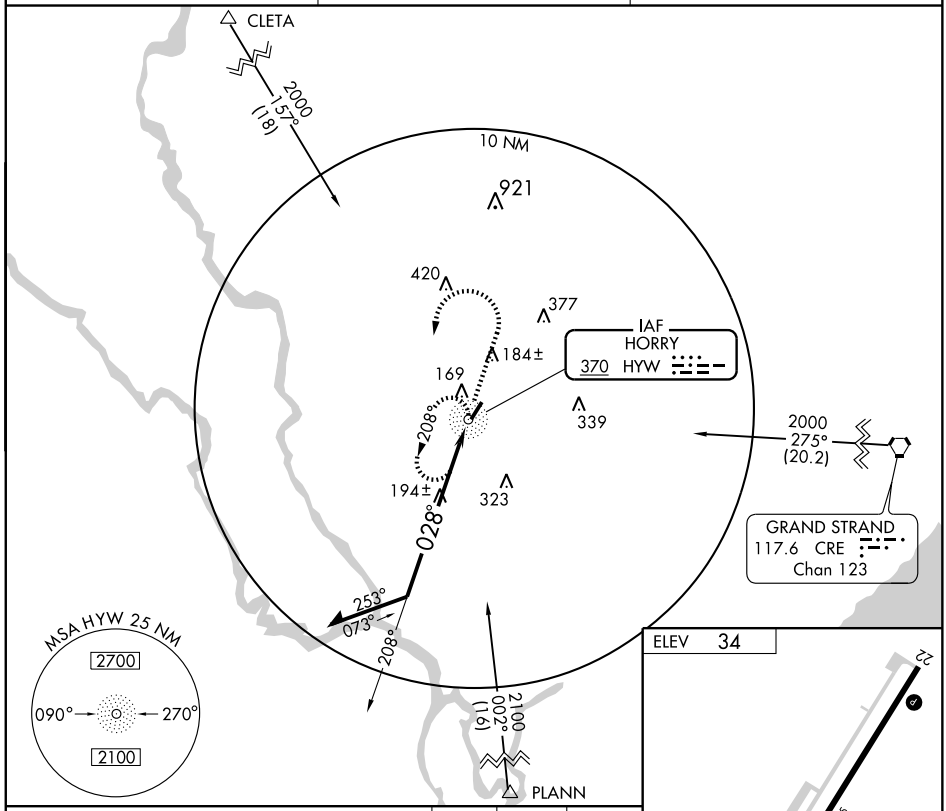
CONWAY-HORRY COUNTY (HYW)

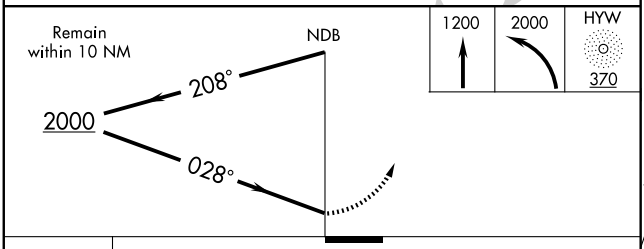
NA

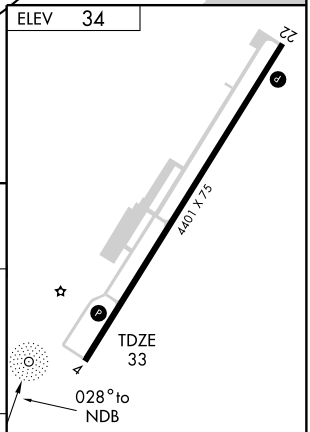
Use Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct HYW NDB and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
119.525	127.4 257.95	122.7 (CTAF) L







MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-4	580-1	547 (600-1)	580-1½ 547 (600-1½)	580-1¾ 547 (600-1¾)
CIRCLING	580-1	546 (600-1)	580-1½ 546 (600-1½)	600-2 566 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB HYW 370	APP CRS 224°	Rwy Idg 4401 TDZE 34 Apt Elev 34

NDB RWY 22

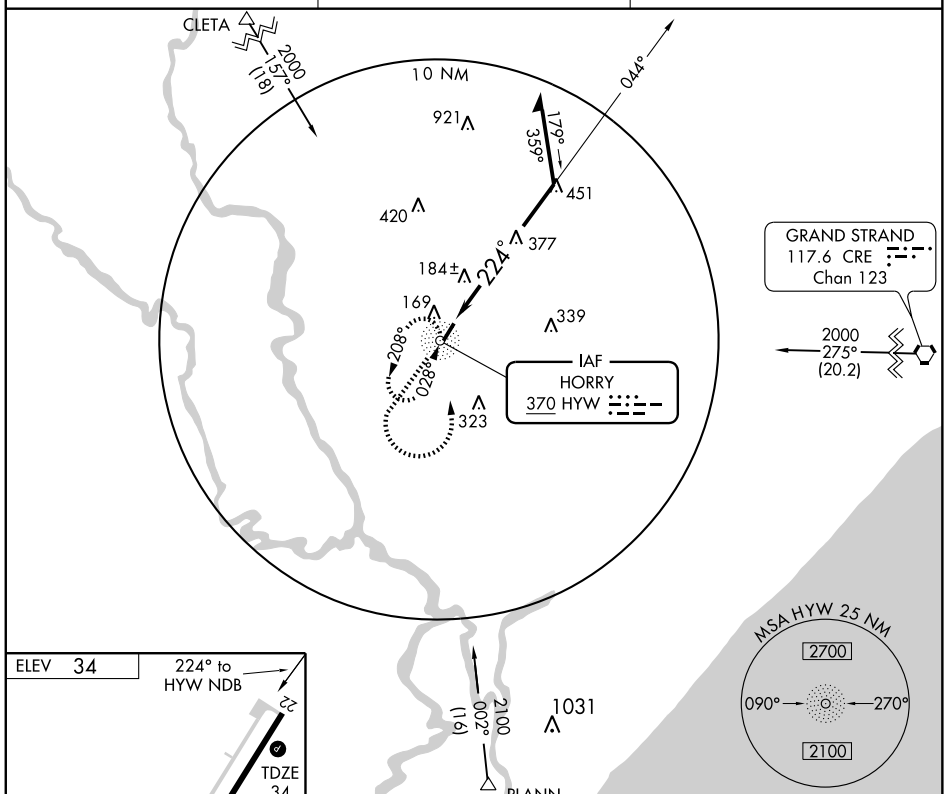
CONWAY- HORRY COUNTY(HYW)

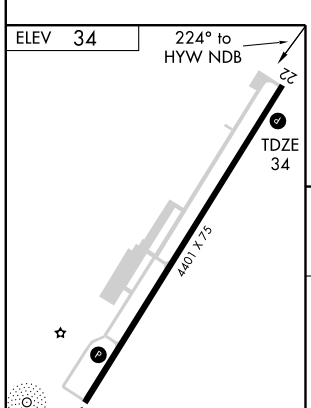
NA

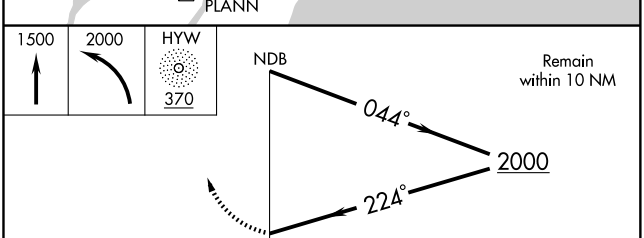
Use Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct HYW NDB and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
119.525	127.4 257.95	122.7 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-22	900-1 866 (900-1)	900-1¼ 866 (900-1¼)	900-2½ 866 (900-2½)	900-2¾ 866 (900-2¾)
CIRCLING	900-1 866 (900-1)	900-1¼ 866 (900-1¼)	900-2½ 866 (900-2½)	900-2¾ 866 (900-2¾)

SE-2, 17 DEC 2009 to 14 JAN 2010

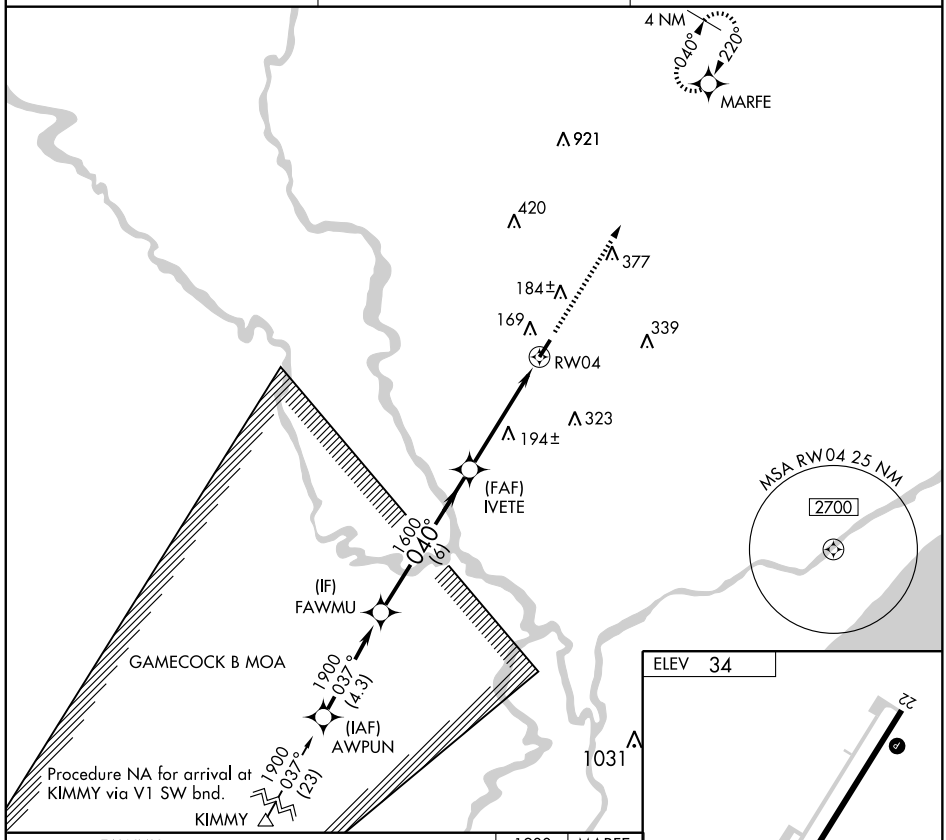
APP CRS	Rwy Idg	4401
040°	TDZE	33
	Apt Elev	34

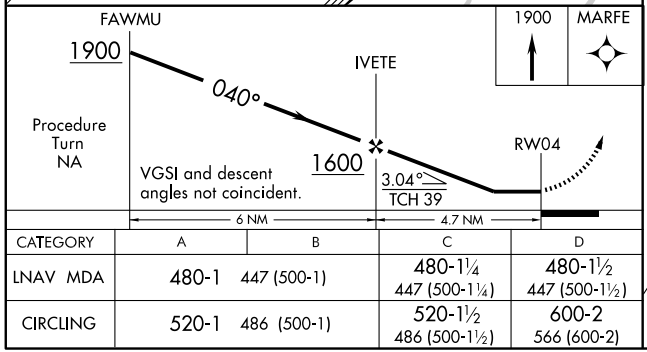
RNAV (GPS) RWY 4
CONWAY-HORRY COUNTY (HYW)

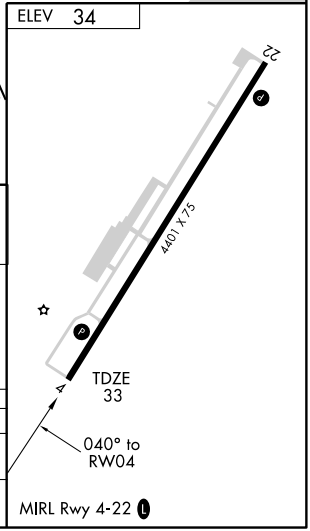
Use Myrtle Beach Intl altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 1900 direct MARFE and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
119.525	127.4 257.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1	447 (500-1)	480-1¼ 447 (500-1¼)	480-1½ 447 (500-1½)
CIRCLING	520-1	486 (500-1)	520-1½ 486 (500-1½)	600-2 566 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4401
220°	TDZE	34
	Apt Elev	34

RNAV (GPS) RWY 22

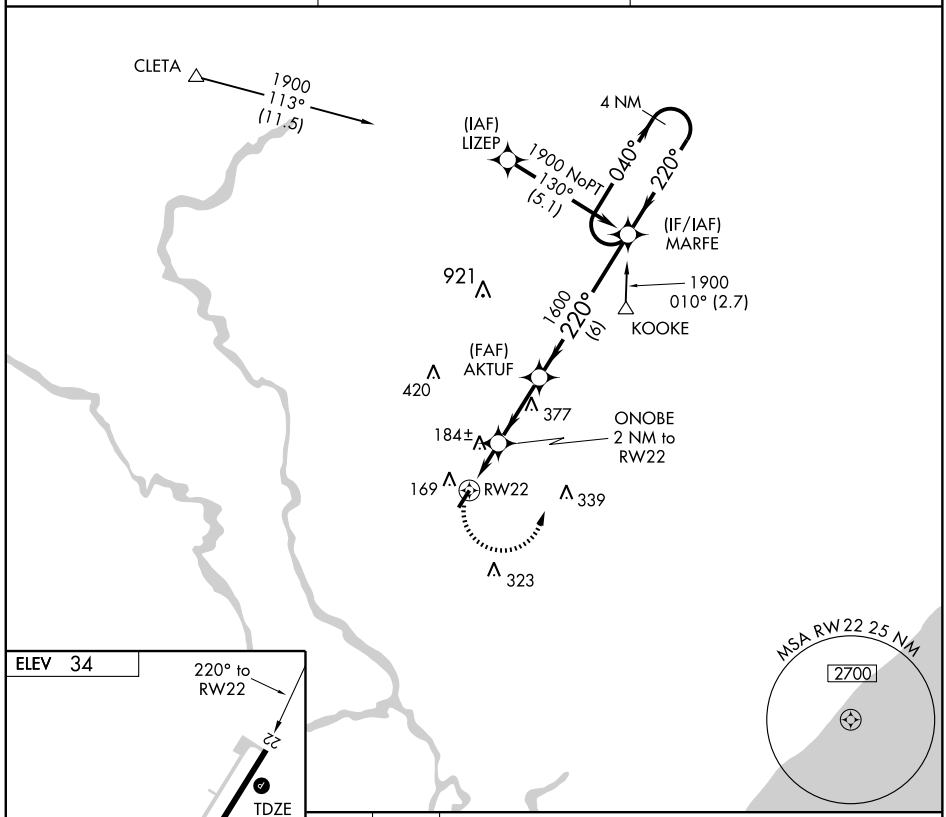
CONWAY-HORRY COUNTY (HYW)

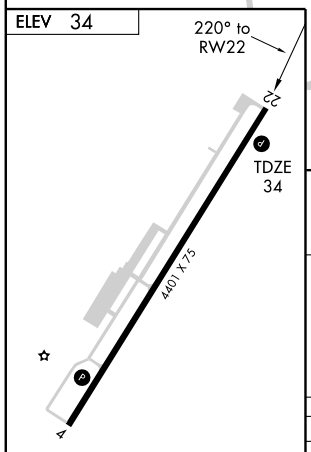
T
A NA

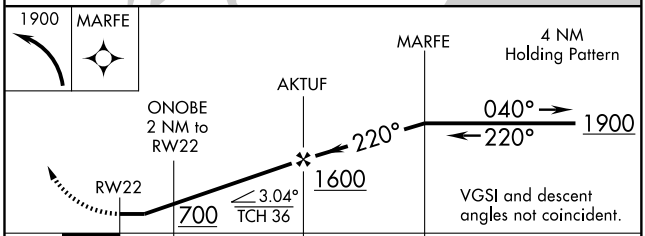
Use Myrtle Beach Intl altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 1900 direct MARFE and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
119.525	127.4 257.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1 446 (500-1)		480-1¼ 446 (500-1¼)	480-1½ 446 (500-1½)
CIRCLING	520-1 486 (500-1)		520-1½ 486 (500-1½)	600-2 566 (600-2)

MIRL Rwy 4-22 L

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB UDG 245	APP CRS 222°	Rwy Idg 5500 TDZE 185 Apt Elev 192

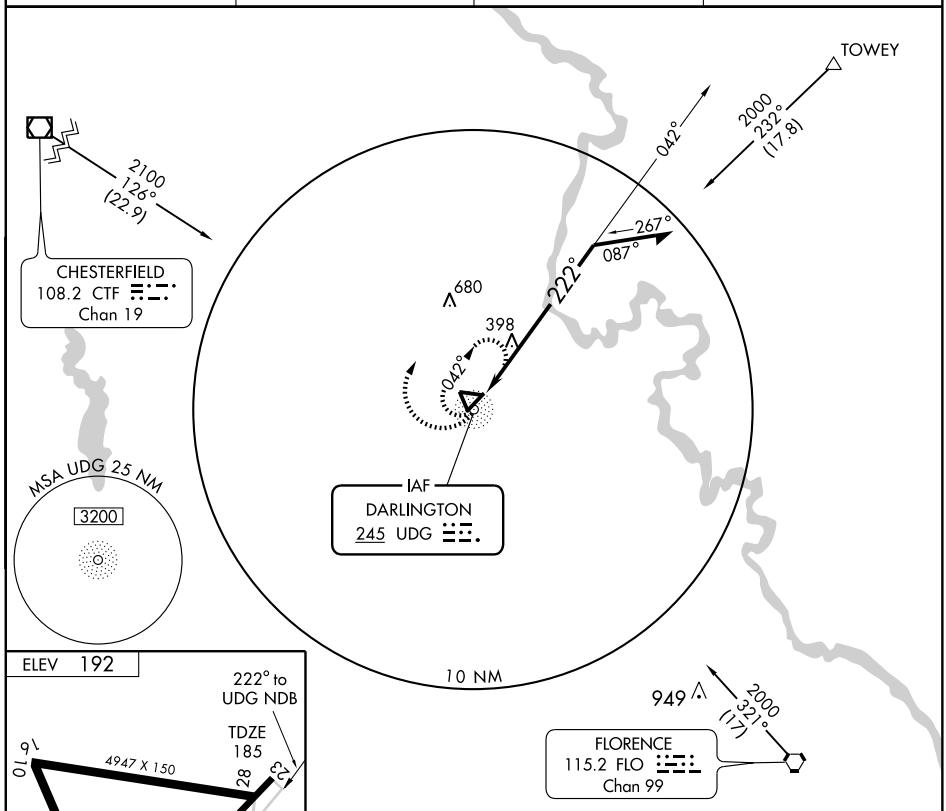
NDB RWY 23

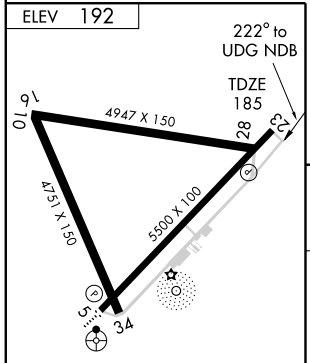
DARLINGTON COUNTY JETPORT (UDG)

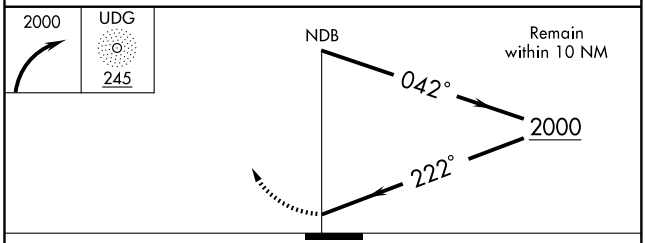
T NA — If local altimeter setting not received, use Florence altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 in UDG NDB holding pattern.

AWOS-3	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-23	800-1	615 (700-1)	800-1¾ 615 (700-1¾)	800-2 615 (700-2)
CIRCLING	800-1	608 (700-1)	800-1¾ 608 (700-1¾)	800-2 608 (700-2)

LIRL Rwy 16-34 L
MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

DARLINGTON, SOUTH CAROLINA AL-5375 (FAA)

WAAS CH 42704 W05A	APP CRS 050°	Rwy Idg 5500 TDZE 189 Apt Elev 192

RNAV (GPS) RWY 5

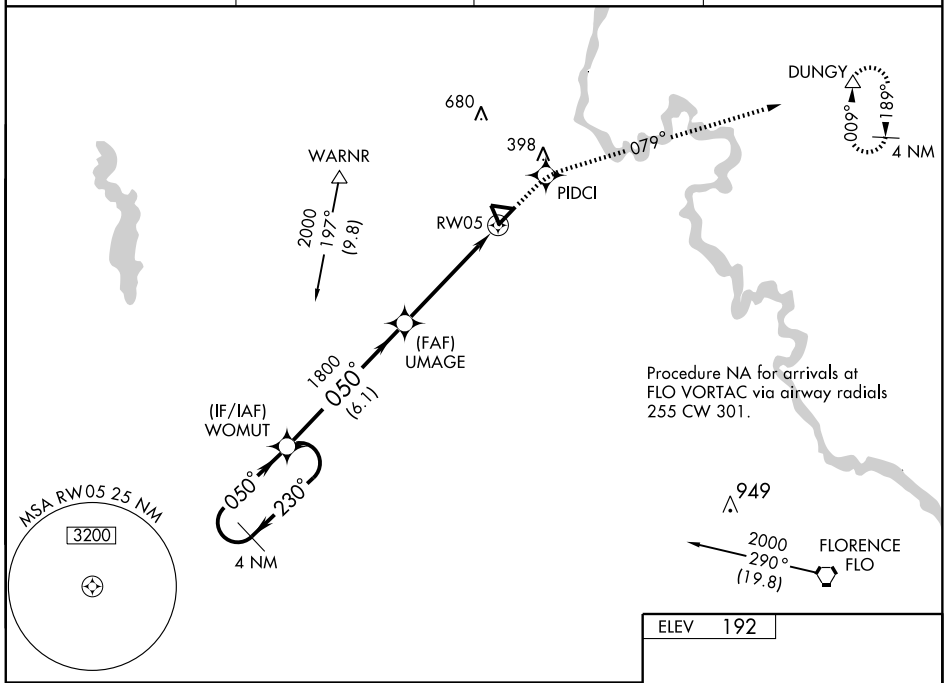
DARLINGTON COUNTY JETPORT (UDG)

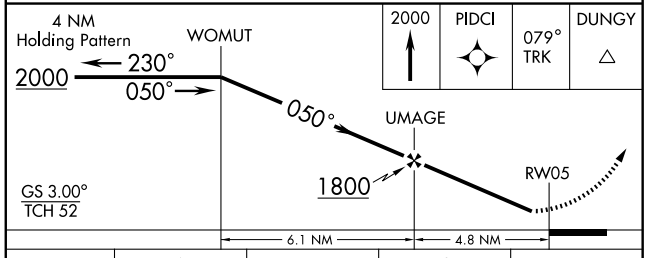
If local altimeter setting not received, use Florence altimeter setting and increase LPV DA to 541 feet; LNAV/VNAV DA to 610 feet; increase all MDAs 60 feet. Baro-VNAV NA when using Florence altimeter setting. DME/DME RNP-0.3 NA.Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA

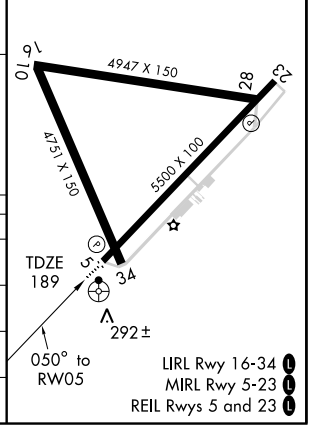
ODALS

MISSED APPROACH: Climb to 2000 direct PIDCI and via 079° track to DUNGY and hold.

AWOS-3	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	493-1 304 (400-1)			
LNAV/VNAV DA	562-1¼ 373 (400-1¼)			
LNAV MDA	560-1 371 (400-1)			560-1¼ 371 (400-1¼)
CIRCLING	620-1 428 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5500
CH 86904	230°	TDZE	185
W23A		Apt Elev	192

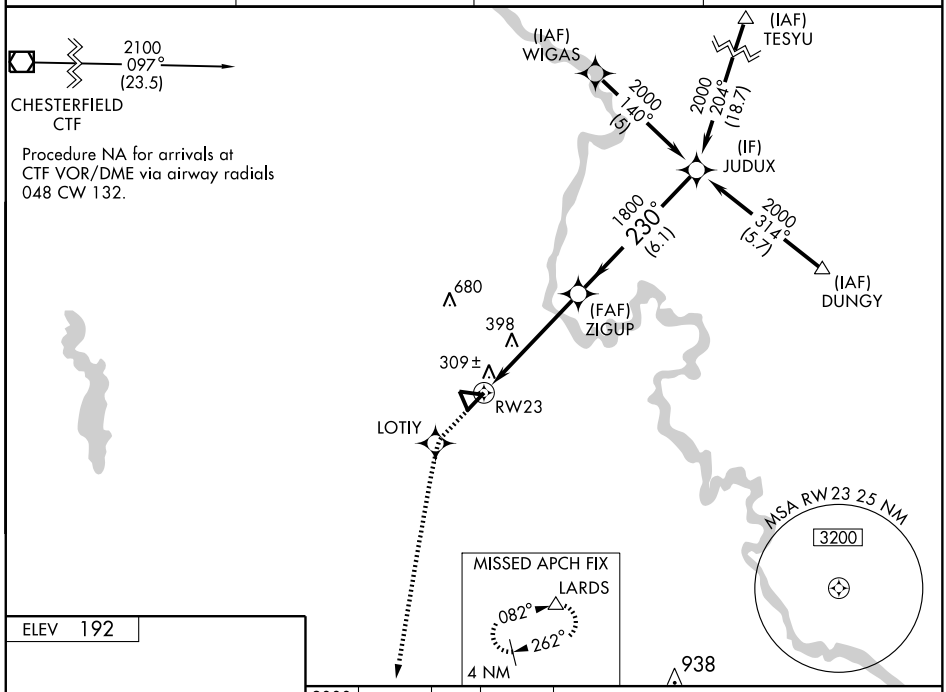
RNAV (GPS) RWY 23

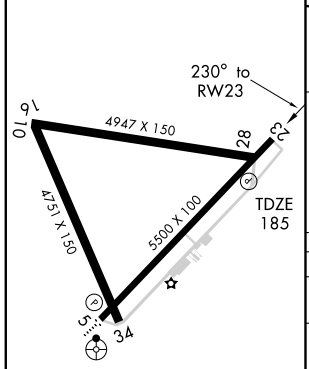
DARLINGTON COUNTY JETPORT (UDG)

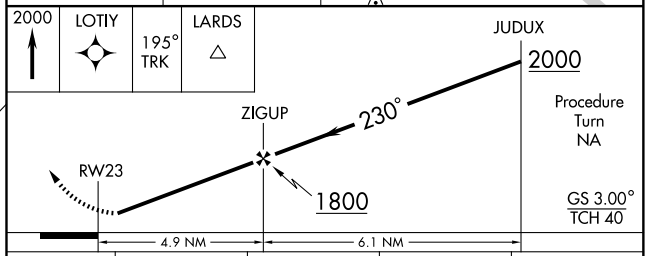
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). If local altimeter setting not received, use Florence altimeter setting and increase LPV DA to 527 feet; LNAV/VNAV DA to 627 feet; increase all MDAs 60 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Florence altimeter setting.

MISSED APPROACH: Climb to 2000 direct LOTIY and via 195° track to LARDS and hold.

AWOS-3	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	479-1 294 (300-1)			
LNAV/VNAV DA	579-1½ 394 (400-1½)			
LNAV MDA	700-1 515 (600-1)		700-1½ 515 (600-1½)	700-1¾ 515 (600-1¾)
CIRCLING	700-1 508 (600-1)		700-1½ 508 (600-1½)	760-2 568 (600-2)

LIRL Rwy 16-34 L
MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC FLO	APP CRS	Rwy Idg	N/A
115.2	320°	TDZE	N/A
Chan 99		Apt Elev	192

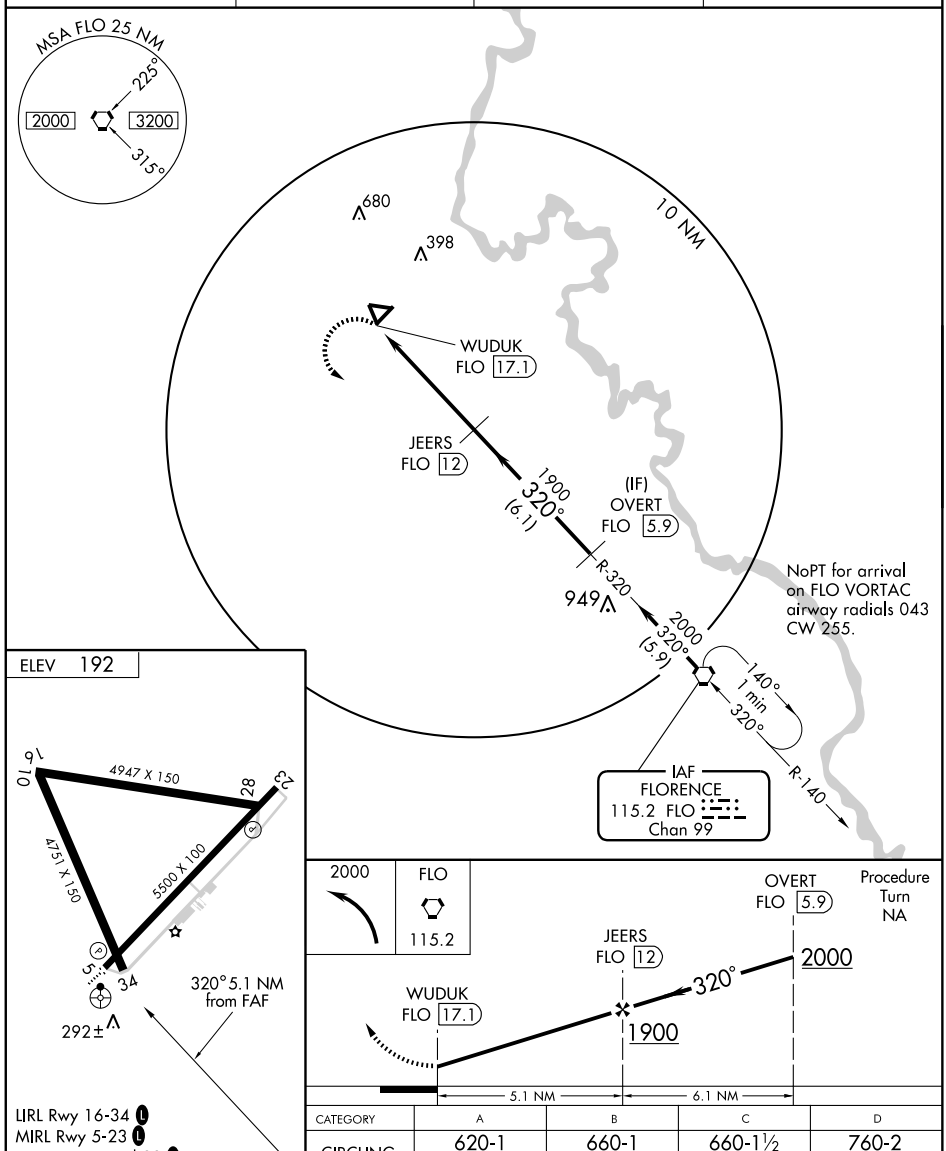
VOR/DME-A

DARLINGTON COUNTY JETPORT (UDG)

If local altimeter setting not received, use Florence altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct to FLO VORTAC and hold.

AWOS-3	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L



LIRL Rwy 16-34 L
MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

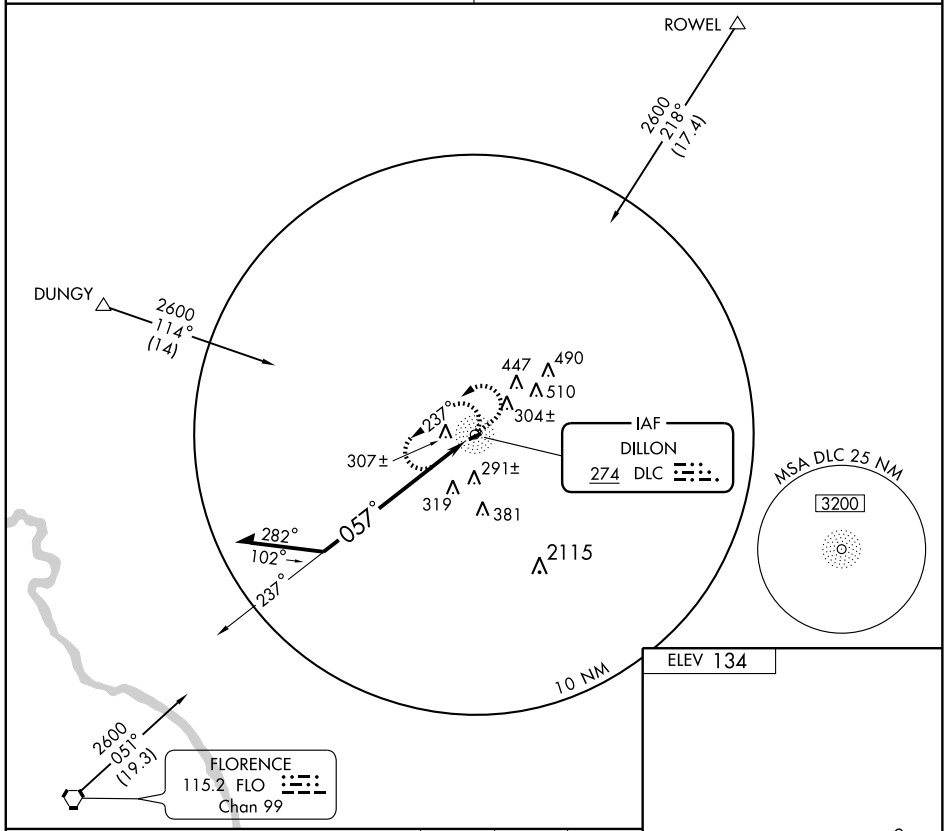
CATEGORY	A	B	C	D
CIRCLING	620-1 428 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)

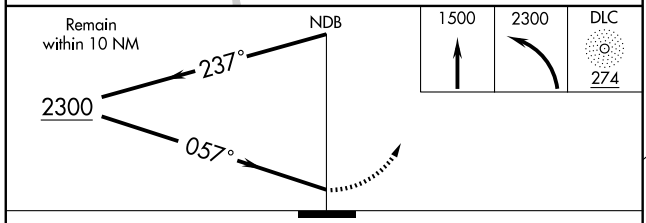
SE-2. 17 DEC 2009 to 14 JAN 2010

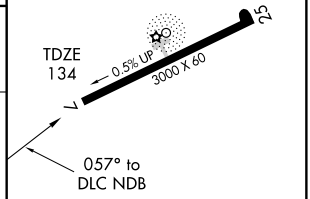
NDB DLC 274	APP CRS 057°	Rwy Idg 3000 TDZE 134 Apt Elev 134

NDB RWY 7
DILLON COUNTY (DLC)

NA Use Florence altimeter setting.	MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct DLC NDB and hold.
FLORENCE APP CON ★ **118.6 341.7**	UNICOM **122.8** (CTAF)







CATEGORY	A	B	C	D
S-7	840-1	706 (800-1)	840-2 706 (800-2)	NA
CIRCLING	840-1	706 (800-1)	840-2 706 (800-2)	NA

MIRL Rwy 7-25

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

DILLON, SOUTH CAROLINA

AL-5887 (FAA)

VORTAC	FLO	APP CRS	Rwy Idg	3000
115.2		051°	TDZE	134
Chan 99			Apt Elev	134

VOR/DME or GPS RWY 7

DILLON COUNTY (DLC)

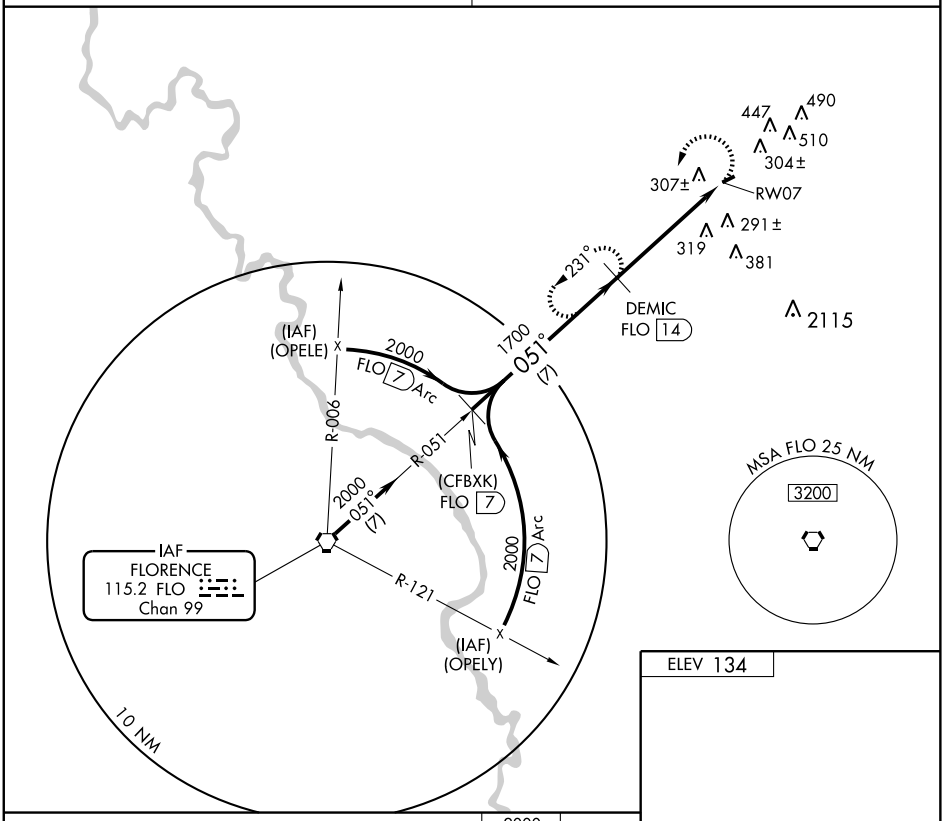
NA

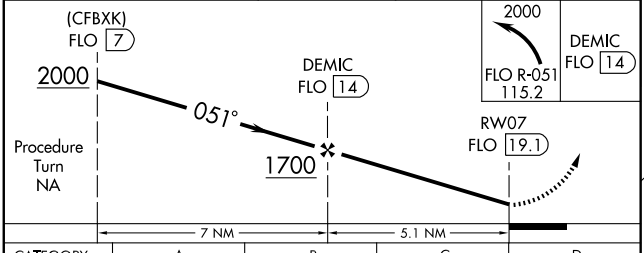
Use Florence altimeter setting.

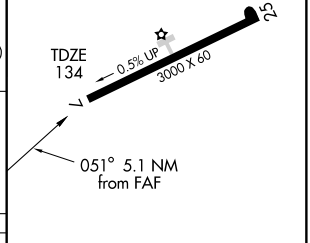
MISSED APPROACH: Climbing left turn to 2000 via FLO R-051 to DEMIC 14 DME and hold.

FLORENCE APP CON ★
118.6 341.7

UNICOM
122.8 (CTAF)





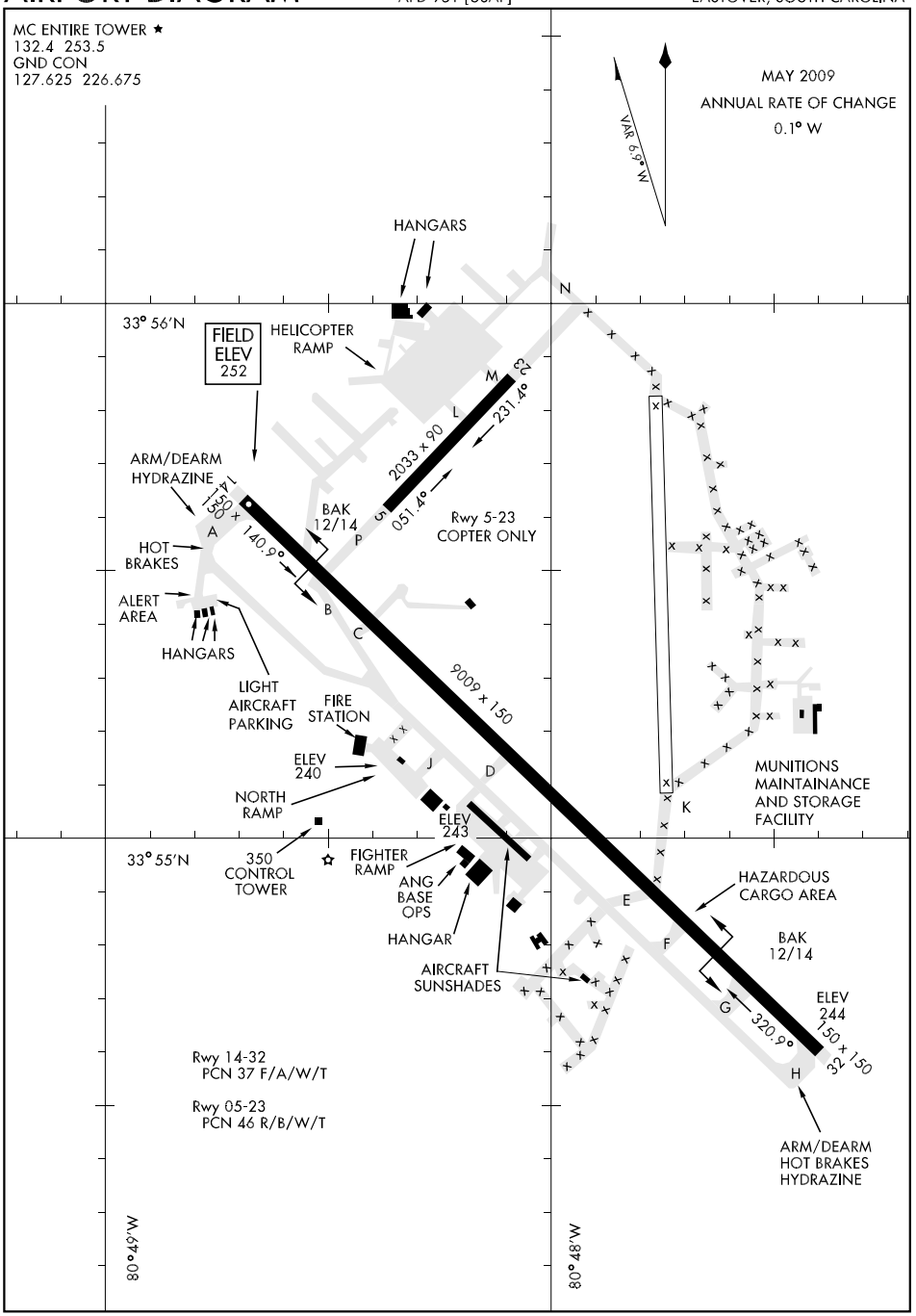


CATEGORY	A	B	C	D
S-7	660-1 526 (600-1)		660-1½ 526 (600-1½)	NA
CIRCLING	700-1 566 (600-1)		700-1½ 566 (600-1½)	NA

MIRL Rwy 7-25

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010



SE-2, 17 DEC 2009 to 14 JAN 2010

HI-ILS or LOC/DME RWY 32

MC ENTIRE JNGB (KMMT)

LOC I-MMT	APCH CRS	Rwy ldg 9009 TDZE 243 Arpt Elev 252
111.1	319°	JAL-951 [USAF]

▼ * When ALS inop, increase CAT CDE RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.
*** When ALS inop, increase CAT CDE RVR to 50, and vis to 1 mile.

ALSF-1 (A1)

MISSED APPROACH: Climb to 1100 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON	MC ENTIRE TOWER	GND CON	ASR/PAR
125.4 385.6	132.4 (CTAF) C 253.5	127.625 226.675	(RADAR VECTORING)

† When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

Missed Approach requires ATC RADAR monitoring.

Remain within 4 NM of MMT to avoid R-6001, if unable expect 10 minute delay for deactivation.

LOCALIZER 111.1 I-MMT

936

R-6001 2049 1573

744

EASTO 5.9 MMT

849

AYMAY MMT 12

R-6002

R-093

319°

LR-149

R-170

JOVIM MMT 12

139°

MMT 12 ARC

R-140

350°

MSA MMT 25 NM

110° 3100 300° 2100

FLORENCE 13,000 233° (66)

COLUMBIA 114.7 CAE Chan 94

MC ENTIRE 113.2 MMT Chan 79

COLLIERS 13,000 102° (75)

20 NM

(IAF) PIKAN MMT 25

170° 13,000 325° (49)

350°

MMT 35 CHARLESTON

HIGH ALTITUDE FACILITIES

13,000 024° (87)

SAVANNAH

1100 2000 hdg 110°

EMERG SAFE ALT 100 NM 3900

AYMAY R-140 12 Intcp Lczr

JOVIM 12

PIKAN R-170 25 13,000

350°

EASTO CAE R-093 5.9

VORTAC

EGULE 1.4 2.3

319° 2000 Arc 12 1600

3500

GS 2.50° TCH 48

0.4 4.5 NM

ELEV 252

2933 X 80

9009 X 150

320° TWR

319° 4.9 NM from FAF

Rwy 5-23
COPTER ONLY
HIRL Rwy 14-32
MIRL Rwy 5-23 C

TDZE 243

CATEGORY	C	D	E
S-ILS 32 *	443/24 200 (200-½)		
S-LOC 32 **	620/40 377 (400-¾)		
CIRCLING	880-1¾ 628 (700-1¾)	880-2 628 (700-2)	1020-2¾ 768 (800-2¾)
S-PAR 32 *	443/24 200 (200-½) GS 2.50°		
COLUMBIA ALTIMETER SETTING MINIMUMS			
S-ILS 32 ***	482/24 239 (300-½)		
S-LOC 32 †	660/40 417 (500-¾)		660/50 417 (500-1)
CIRCLING	920-1¾ 668 (700-1¾)	920-2 668 (700-2)	1060-2¾ 808 (900-2¾)

FAF to MAP 4.5 NM

Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

HI-TACAN RWY 32

MC ENTIRE JNGB (KMMT)

VORTAC MMT	APCH CRS	Rwy ldg	9009
113.2	325°	TDZE	243
Chan 79		Arpt Elev	252

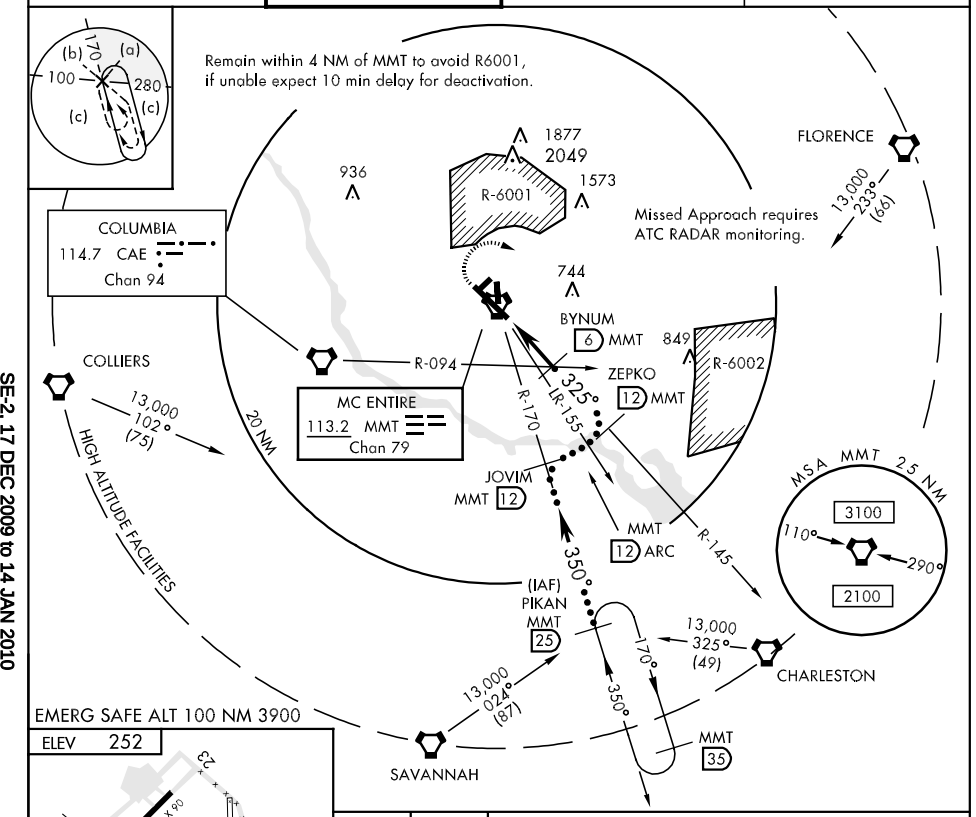
JAL-951 [USAF]

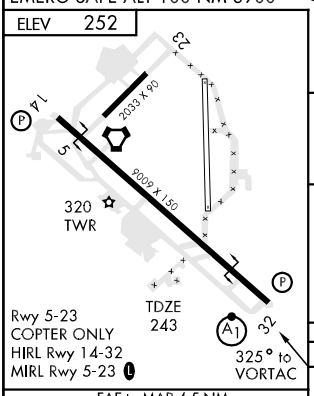
* When ALS inop, increase CAT C RVR 50, vis to 1 mile; CAT D RVR to 60, vis to 1¼ miles, CAT E vis to 1½ miles.

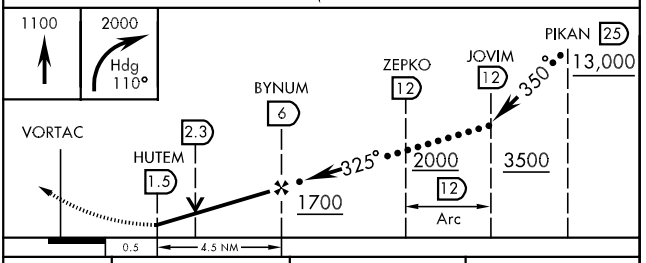
ALSF-1

MISSED APPROACH: Climb to 1100 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON	MC ENTIRE TOWER	GND CON	ASR/PAR
125.4 385.6	132.4 (CTAF) 253.5	127.625 226.675	(RADAR VECTORING)







FAF to MAP 4.5 NM					
Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

CATEGORY	C	D	E
S-32 *	640/40 397 (400-¾)		640/50 397 (400-1)
CIRCLING	880-1¾ 628 (700-1¾)	880-2 628 (700-2)	1020-2¾ 768 (800-2¾)

ILS or LOC/DME RWY 32

LOC I-MMT	APCH CRS	Rwy ldg	9009
111.1	319°	TDZE	243
		Arpt Elev	252

AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

▼ * When ALS inop, increase CAT A-E RVR to 40, and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50, and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
*** When ALS inop, increase CAT A-E RVR to 50, and vis to 1 mile.

ALSF-1 (A1)

MISSED APPROACH: Climb to 1100, then immediate climbing right to 2000 via hdg 110°, then as directed by ATC.

SHAW APP CON	MC ENTIRE TOWER ★	GND CON	ASR/PAR (RADAR VECTORING)
125.4 385.6	132.4 (CTAF) L 253.5	127.625 226.675	

† When ALS inop, increase CAT AB RVR to 50, and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

When local altimeter not received, use Columbia altimeter setting.

Missed Aprroach requires ATC Radar monitoring

Remain within 4 NM of MMT to avoid R-6001 If unable expect 10 min delay for deactivation.

R-6001

1573 936 543 744 849 668 495 491 814 541

LOCALIZER 111.1 I-MMT

MC ENTIRE 113.2 MMT Chan 79

COLUMBIA 114.7 CAE Chan 94

(IAF) EASTO MMT 5.9

(IAF) AYMAY MMT 11.9

2000 141° (5.9)

2000 104° (22)

NoPT

Max holding 230 KIAS

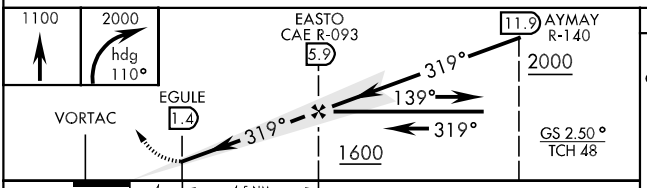
139° 319°

R-093 R-104 R-140

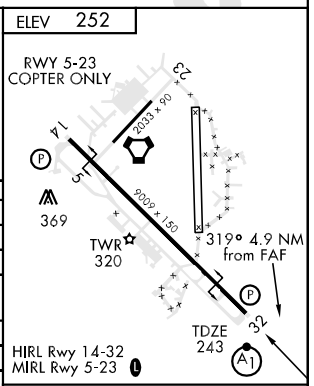
MSA MMT 25 NM
3100
110° 290°
2100

10 NM

EMERG SAFE ALT 100 NM 3900



ELEV 252



CATEGORY	A	B	C	D	E
S-ILS 32 *	443/24		200 (200-½)		
S-LOC 32 **	620/24 377 (400-½)		620/40 377 (400-¾)		
CIRCLING	840-1 588 (600-1)	860-1 608 (700-1)	880-1¾ 628 (700-1¾)	880-2 628 (700-2)	1020-2¾ 768 (800-2¾)
COLUMBIA ALTIMETER SETTING MINIMUMS					
S-ILS 32 ***	482/24		239 (300-½)		
S-LOC 32 †	660/24 417 (500-½)		660/40 417 (500-¾)		660/50 417 (500-1)
CIRCLING	880-1 628 (700-1)	900-1 648 (700-1)	920-1¾ 668 (700-1¾)	920-2 668 (700-2)	1060-2¾ 808 (900-2¾)

LOC FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EASTOVER, SOUTH CAROLINA

NDB MMT	APCH CRS	Rwy ldg	9009
427	343°	TDZE	243
		Arpt Elev	252

NDB RWY 32

AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

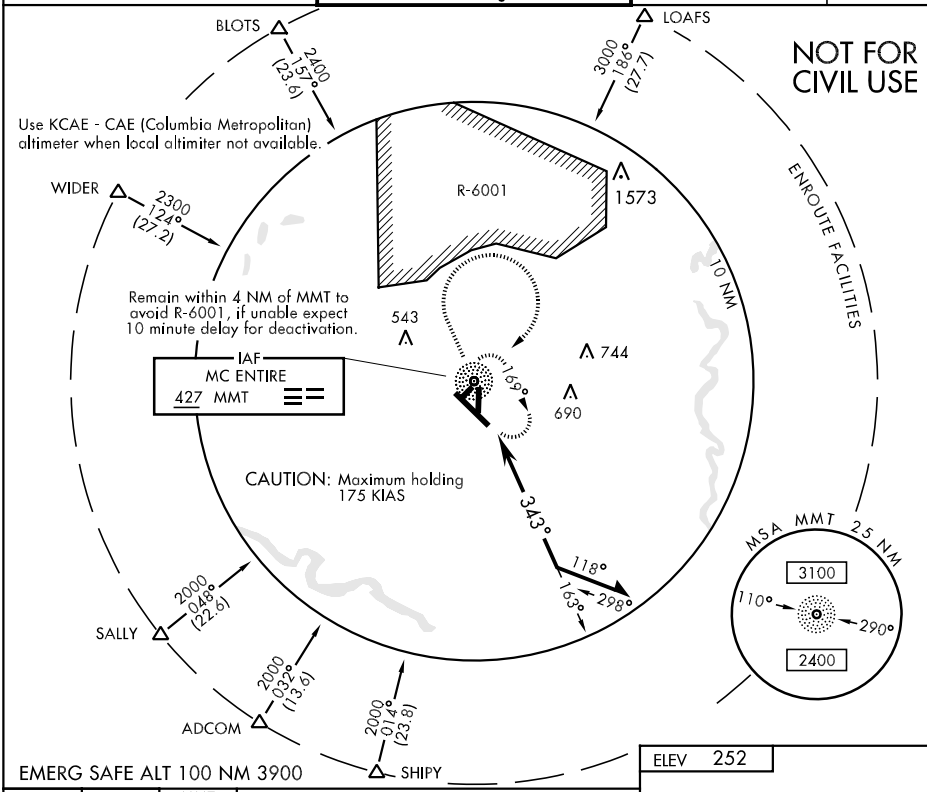
▼ * When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb straignt ahead to 1500 then climbing right turn to 2000 direct MMT NDB and hold.

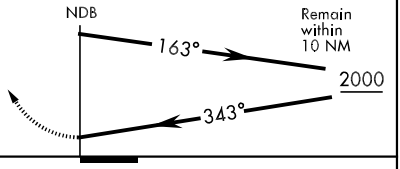
SHAW APP CON	MC ENTIRE TOWER ★	GND CON	ASR/PAR
125.4 385.6	132.4 (CTAF) L 253.5	127.625 226.675	

NOT FOR CIVIL USE



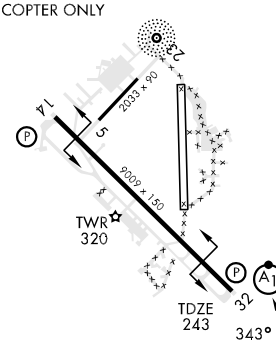
1500	2000	MMT
		427

VGSI and descent angles not coincident.



ELEV 252

RWY 5-23 COPTER ONLY



HIRL Rwy 14-32
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-32 *	800/40 557 (600-¾)		800/50 557 (600-1)	800/60 557 (600-1¼)
CIRCLING	840-1 588 (600-1)	860-1 608 (700-1)	880-1¾ 628 (700-1¾)	880-2 628 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-32 *	840/40 597 (600-¾)		840/50 597 (600-1)	840/60 597 (600-1¼)
CIRCLING	880-1 628 (700-1)	900-1 648 (700-1)	920-1¾ 668 (700-1¾)	920-2 668 (700-2)
S-PAR 32	443/24 200 (200-½) 2.50°			

SE-2, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 32

VORTAC MMT Chan 79	APCH CRS 325°	Rwy ldg 9009 TDZE 243 Arpt Elev 252

AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ mile, CAT E vis to 1½ mile.

ALSF-1

MISSED APPROACH: Climb to 1100 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON	MC ENTIRE TOWER ★	GND CON	ASR/PAR
125.4 385.6	132.4 (CTAF) 253.5	127.625 226.675	(RADAR VECTORING)

When local altimeter is not received, use Columbia altimeter.

R6001

1573

702

696

608

510

Remain within 4 nm of MMT to avoid R-6001, if unable expect 10 min delay for deactivation.

MC ENTIRE
113.2 MMT
Chan 79

Missed Approach requires ATC RADAR moitoring.

(IAF)
BYNUM
MMT
6

325°

325°

145°

Max holding
230 KIAS

Min holding alt 2000

2000
NaPT

10 NM

(IAF)
ZEPKO
MMT
12

R-145

MSA MMT 25 NM

3100

110°

290°

2100

EMERG SAFE ALT 100 NM 3900

1100

2000
hdg
110°

ZEPKO 12

2000

BYNUM 6

325°

VORTAC

HUTEM 2.3

1.5

325°

145°

325°

1700

0.5

4.5 NM

ELEV 252

RWY 5-23
COPTER ONLY

23

14

5

2033 x 90

9008 x 150

TWR
320

TDZE
243

32

HIRL Rwy 14-32
MIRL Rwy 5-23

325°
to VORTAC

CATEGORY	A	B	C	D	E
S-32 *	640/24 397 (400-½)		640/40 397 (400-¾)		640/50 397 (400-1)
CIRCLING	840-1 588 (600-1)	860-1 608 (700-1)	880-1¾ 628 (700-1¾)	880-2 628 (700-2)	1020-2¾ 728 (800-2¾)

VOR RWY 32

VORTAC MMT	APCH CRS	Rwy ldg	TDZE	Arpt Elev
113.2 Chan 79	325°	9009	243	252

AL-951 [USAF]

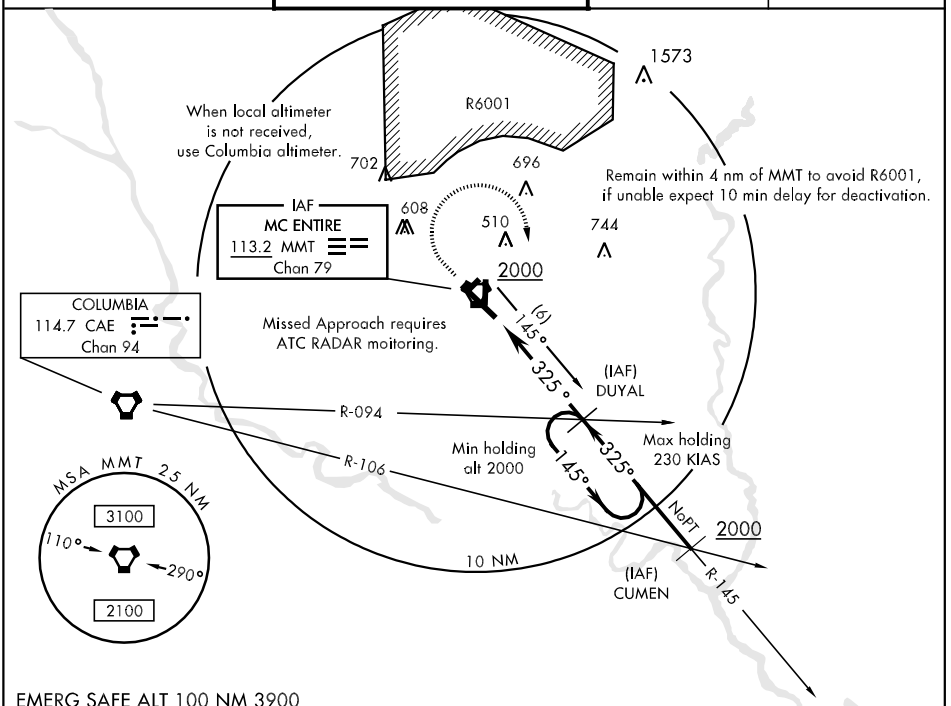
MC ENTIRE JNGB (KMMT)

▼ * When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT D RVR to 60, vis to 1¼ miles.
** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C RVR to 60, vis to 1¼, CAT D vis to 1½.

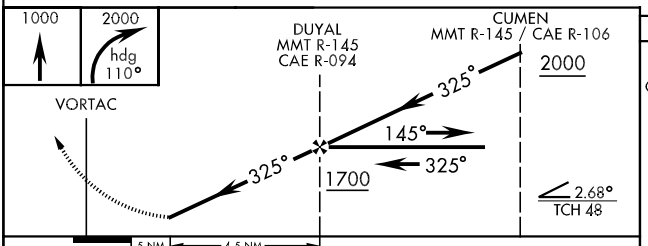
ALSF-1

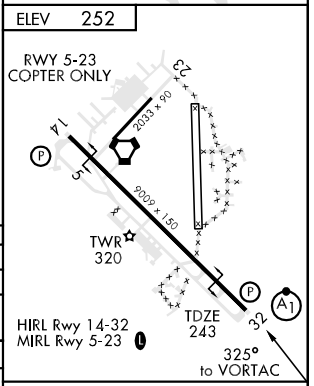
MISSED APPROACH: Climb to 1000 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON	MC ENTIRE TOWER ★	GND CON	ASR/PAR (RADAR VECTORING)
125.4 385.6	132.4 (CTAF) 253.5	127.625 226.675	



EMERG SAFE ALT 100 NM 3900





CATEGORY	A	B	C	D
S-32 *	640/24 397 (400-½)		640/40 397 (400-¾)	
CIRCLING	840-1 588 (600-1)	860-1 608 (700-1)	880-1¾ 628 (700-1¾)	880-2 628 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-32 **	680/24 437 (500-½)		680/40 437 (500-¾)	680/50 437 (500-1)
CIRCLING	880-1 628 (700-1)	900-1 648 (700-1)	920-1¾ 668 (700-1¾)	920-2 668 (700-2)

FAF to MAP 4.5 NM

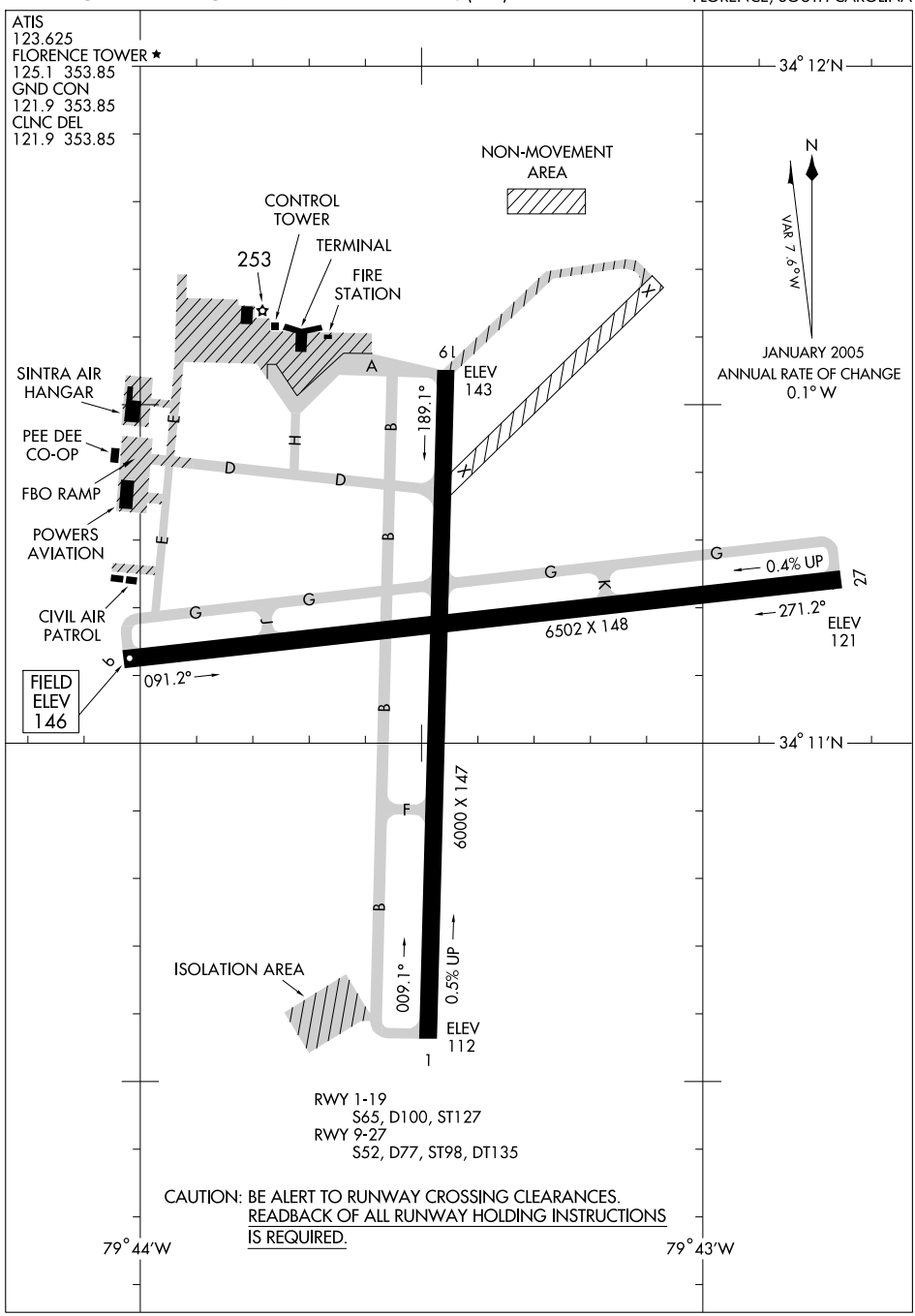
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

09015

AIRPORT DIAGRAM

AL-145 (FAA)

FLORENCE RGNL (FLO)
FLORENCE, SOUTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-FLO	APP CRS	Rwy Idg	6502
109.1	089°	TDZE	146
		Apt Elev	146

ILS or LOC RWY 9

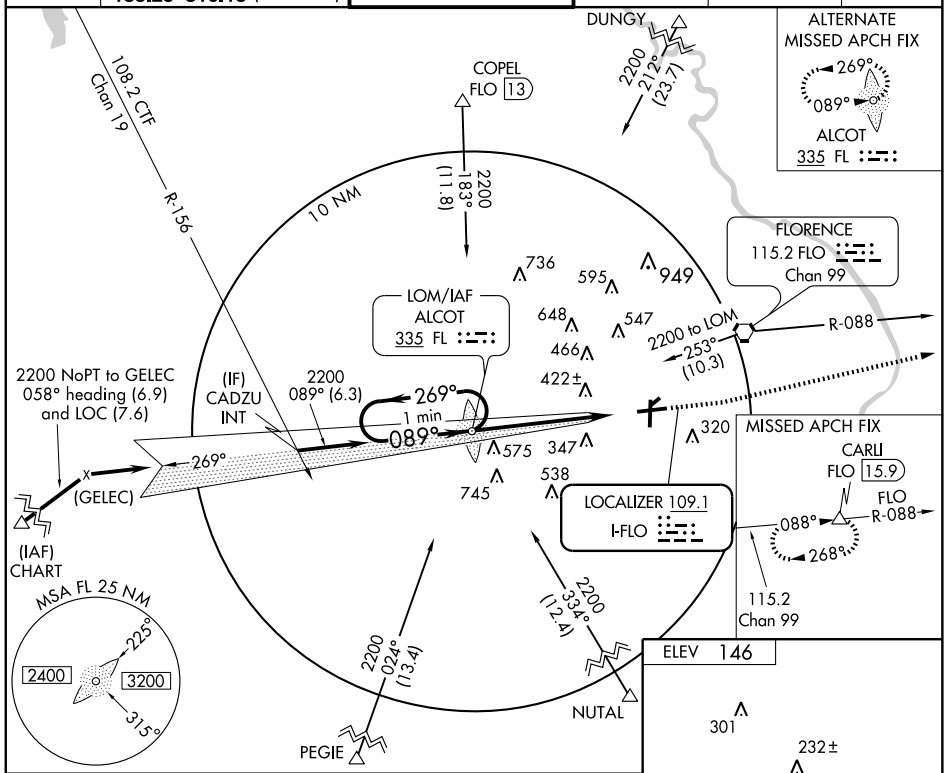
FLORENCE RGNL (FLO)

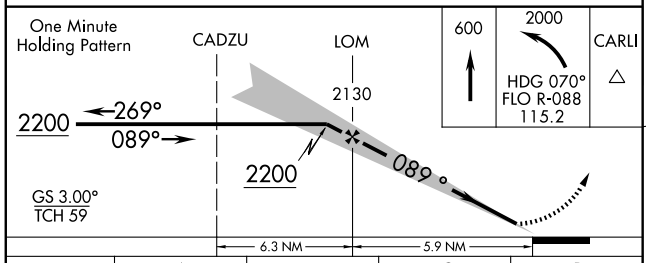
T A ASR — DME Required. When local altimeter setting not received, use Darlington altimeter setting and increase all DA/MDA 60 feet, increase S-LOC and Circling Cats. B/C/D visibility ¼ mile.

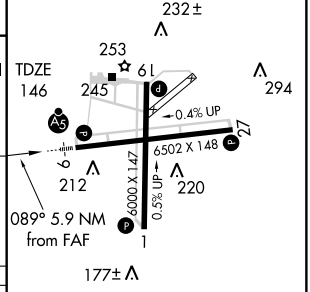
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via heading 070° and FLO VORTAC R-088 to CARLI/FLO 15.9 DME and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95







CATEGORY	A	B	C	D
S-ILS 9	346-½ 200 (200-½)			
S-LOC-9	840-½ 694 (700-½)		840-1½ 694 (700-1½)	840-1¾ 694 (700-1¾)
CIRCLING	840-1 694 (700-1)		840-2 694 (700-2)	840-2¼ 694 (700-2¼)

MIRL Rwy 1-19
HIRL Rwy 9-27 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6000
006°	TDZE	134
	Apt Elev	146

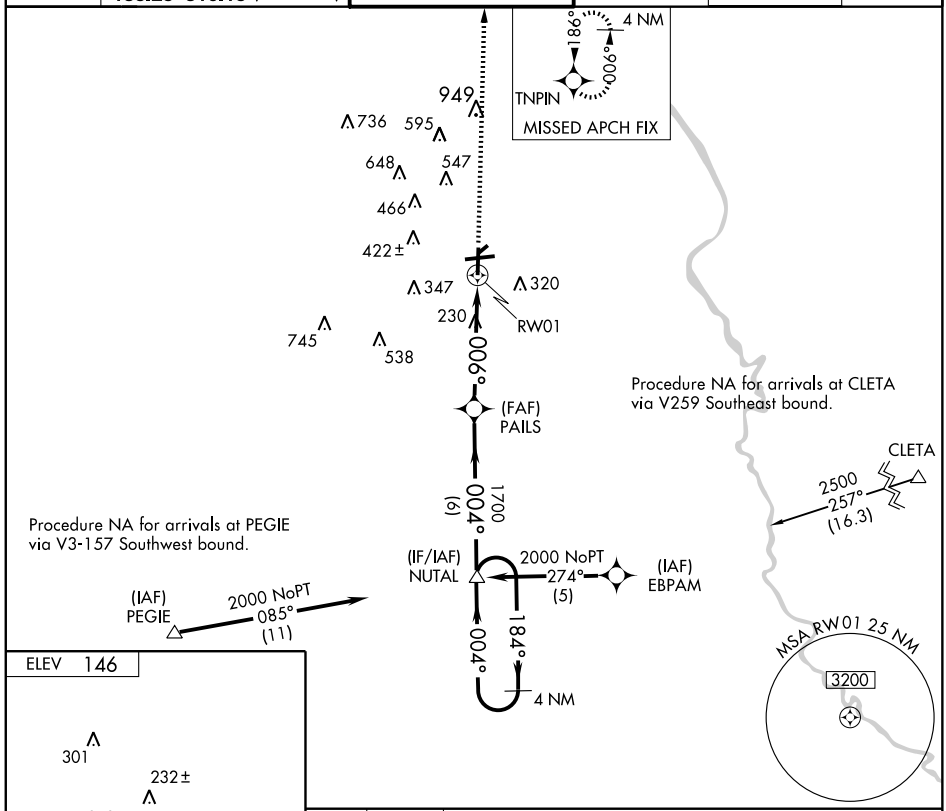
RNAV (GPS) RWY 1
FLORENCE RGNL (FLO)

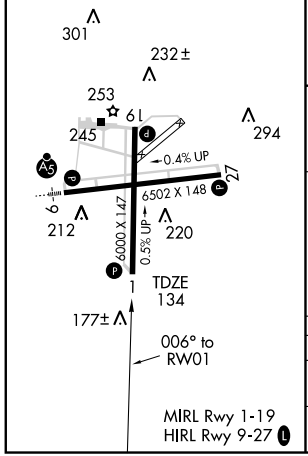
ASR

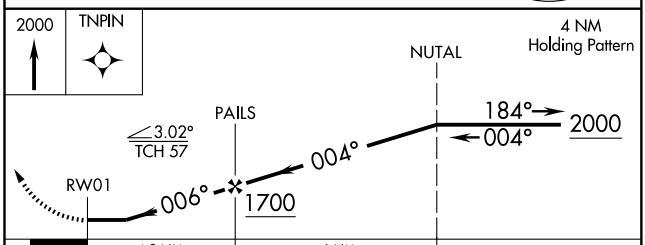
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct TNPIN and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95







CATEGORY	A	B	C	D
LNAV MDA	480-1 346 (400-1)			480-1¼ 346 (400-1¼)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6502
CH 70710	088°	TDZE	146
W09A		Apt Elev	146

RNAV (GPS) RWY 9

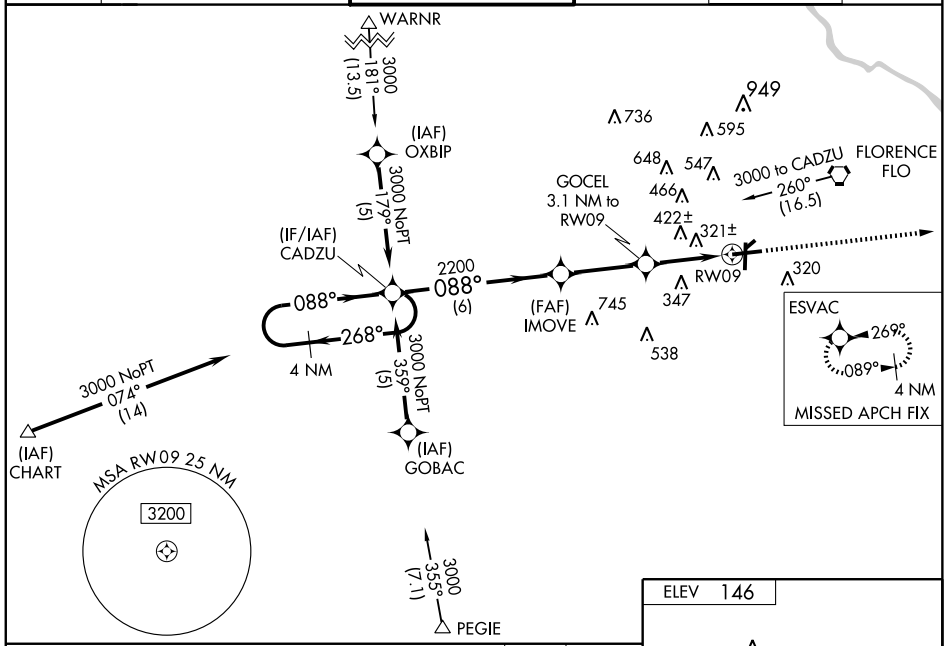
FLORENCE RGNL (FLO)

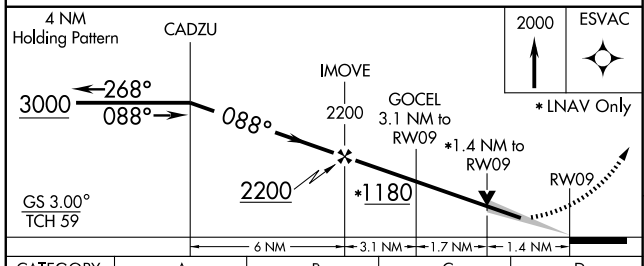
T A ASR For inoperative MALSR, increase LPV all Cats. visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Darlington altimeter setting and increase all DA 48 feet and all MDA 60 feet, increase LPV visibility ¼ mile all Cats. For inoperative MALSR when using Darlington altimeter setting, increase LPV all Cats. visibility to 1¼ mile. Baro-VNAV and VDP NA when using Darlington altimeter setting.

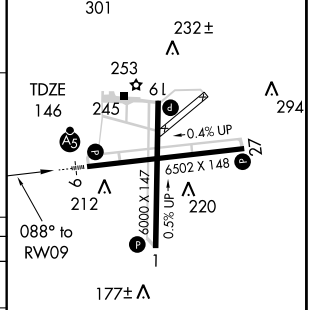
MALSR

MISSED APPROACH: Climb to 2000 direct ESVAC and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95







CATEGORY	A	B	C	D
LPV DA	441-½ 295 (300-½)			
LNAV/VNAV DA	623-1¼ 477 (500-1¼)			
LNAV MDA	660-½ 514 (600-½)		660-1 514 (600-1)	660-1¼ 514 (600-1¼)
CIRCLING	660-1 514 (600-1)		660-1½ 514 (600-1½)	740-2 594 (600-2)

MIRL Rwy 1-19
HIRL Rwy 9-27 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6000
186°	TDZE	143
	Apt Elev	146

RNAV (GPS) RWY 19
FLORENCE RGNL (FLO)

ASR

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct PAILS and via 184° track to NUTAL and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95

Procedure NA for arrivals at DUNGY via V3 Northbound.

(IAF) DUNGY

2000 NoPT 209° (10.1)

4 NM

Procedure NA for arrivals at COPEL via V259 Northwest bound.

(IF/IAF) TNPIN

186° 006°

(IAF) COPEL

2000 NoPT 094° (7)

2000 NoPT 277° (5)

(IAF) RINCE

2107

1700 186° (6.1)

(FAF) FRACK

949 736 595 648 547 466 419 422±

HOBEN 2.1 NM to RW19

RW19

347 320

2000 301° (15.4)

CARLI

Procedure NA for arrivals at CARLI via V139 Eastbound.

MSA RW19 25 NM

3200

NUTAL

184° 4000°

4 NM

MISSED APCH FIX

PAILS

184°

ELEV 146

186° to RW19

301 232± 253 TDZE 143 294 245

0.4% UP

6L 27

6502 X 148

6000 X 147

0.5% UP

6 212 220 1

177±

2000	PAILS	184° TRK	NUTAL

4 NM Holding Pattern

TNPIN

FRACK

HOBEN 2.1 NM to RW19

3.04° TCH 42

186° 006° 186° 2000

RW19 840 1700

2.1 NM 2.6 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	580-1 437 (500-1)		580-1¼ 437 (500-1¼)	580-1½ 437 (500-1½)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

MIRL Rwy 1-19
HIRL Rwy 9-27 L

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6502
CH 61310	269°	TDZE	139
W27A		Apt Elev	146

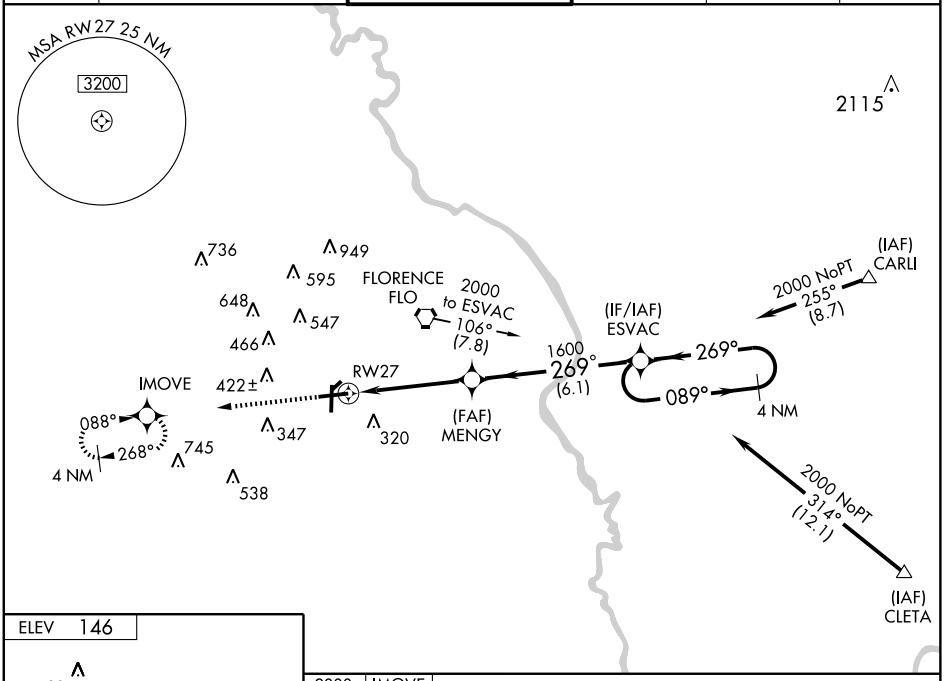
RNAV (GPS) RWY 27

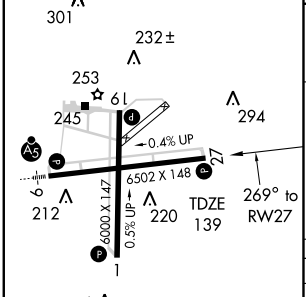
FLORENCE RGNL (FLO)

Baro-VNAV NA when using Darlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Darlington ASR altimeter setting and increase all DA/MDA 60 feet. Increase LPV and LNAV/VNAV all Cats. visibility ¼ mile and LNAV Cat. D ¼ mile.

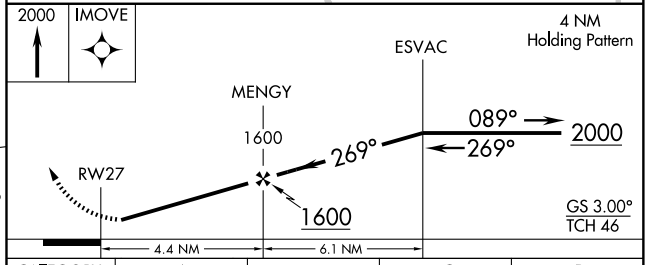
MISSED APPROACH: Climb to 2000 direct IMOVE and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95





MIRL Rwy 1-19
HIRL Rwy 9-27 L



CATEGORY	A	B	C	D
LPV DA	474-1¼ 335 (400-1¼)			
LNAV/VNAV DA	595-1¾ 456 (500-1¾)			
LNAV MDA	560-1 421 (500-1)		560-1¼ 421 (500-1¼)	
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC FLO	APP CRS	Rwy Idg	N/A
115.2	232°	TDZE	N/A
Chan 99		Apt Elev	146

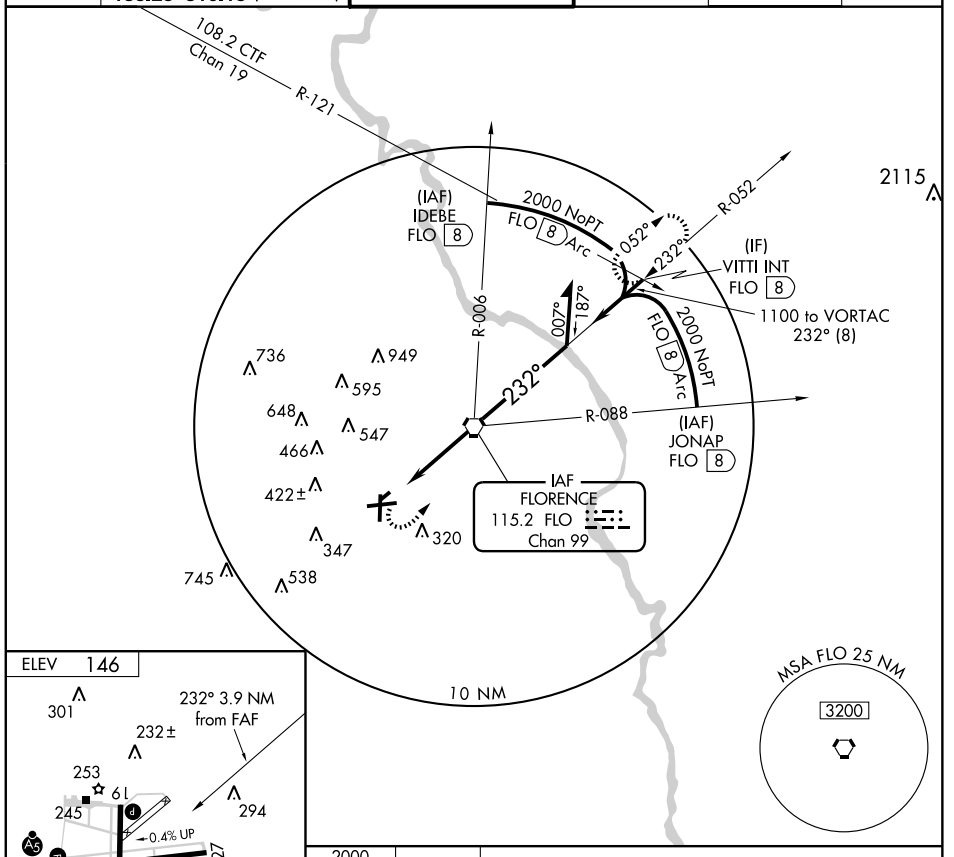
VOR or TACAN-A
FLORENCE RGNL (FLO)

ASR

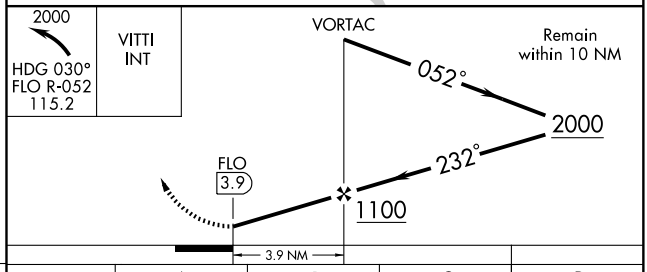
When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 ft.

MISSED APPROACH: Climbing left turn to 2000 via heading 030° and FLO VORTAC R-052 to VITTI Int/FLO 8 DME and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95



MIRL Rwy 1-19
HIRL Rwy 9-27 L



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

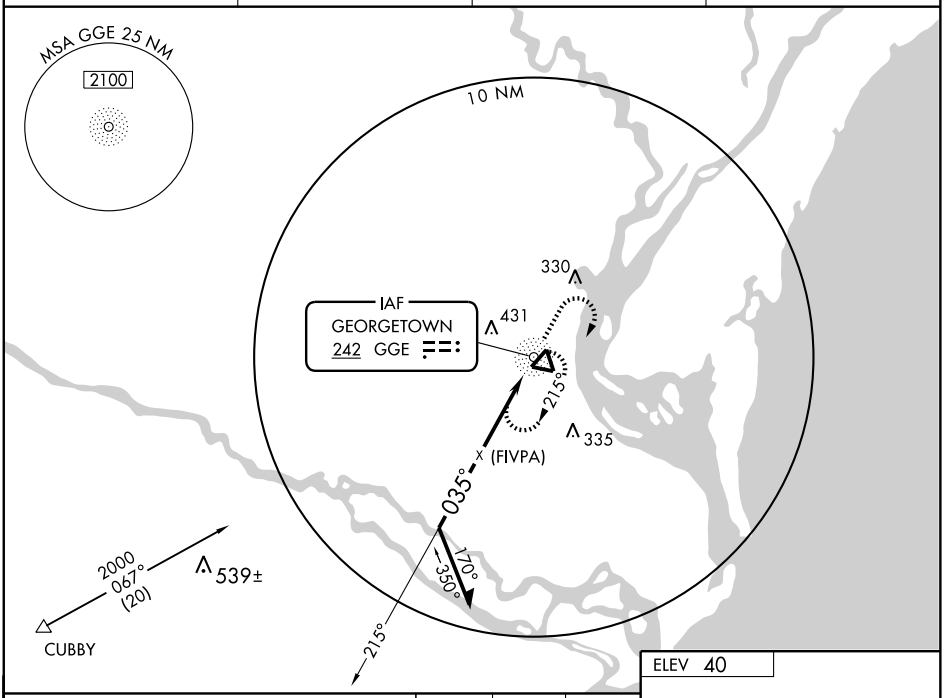
NDB GGE	APP CRS	Rwy Idg	5000
242	035°	TDZE	39
		Apt Elev	40

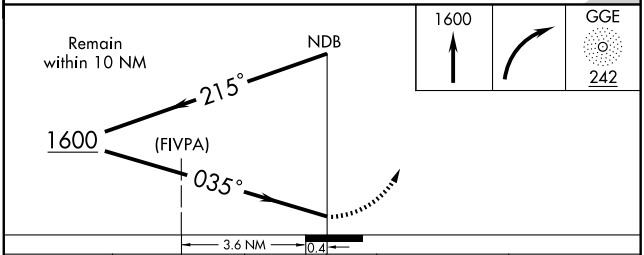
NDB or GPS RWY 5
GEORGETOWN COUNTY (GGE)

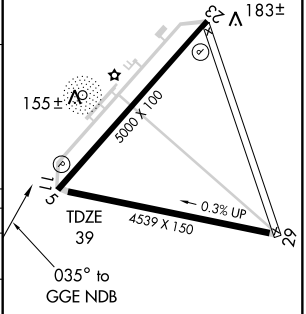
NA — If local altimeter not received, use Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 1600 then right turn direct GGE NDB and hold.

AWOS-3	MYRTLE BEACH APP CON ★	CLNC DEL (GCO)	UNICOM
118.275	127.4 257.95	119.7	123.0 (CTAF)







CATEGORY	A	B	C	D
S-5	520-1	481 (500-1)	520-1¼ 481 (500-1¼)	520-1½ 481 (500-1½)
CIRCLING	520-1	480 (500-1)	520-1½ 480 (500-1½)	740-2¼ 700 (700-2¼)
MYRTLE BEACH INTL ALTIMETER SETTING				
S-5	640-1	601 (700-1)	640-1¾ 601 (700-1¾)	640-2 601 (700-2)
CIRCLING	640-1	600 (600-1)	640-1¾ 600 (600-1¾)	860-2¾ 820 (900-2¾)

MIRL Rwy 5-23 and 11-29

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS CH 58108 W23A	APP CRS 227°	Rwy Idg 5000 / TDZE 37 / Apt Elev 39

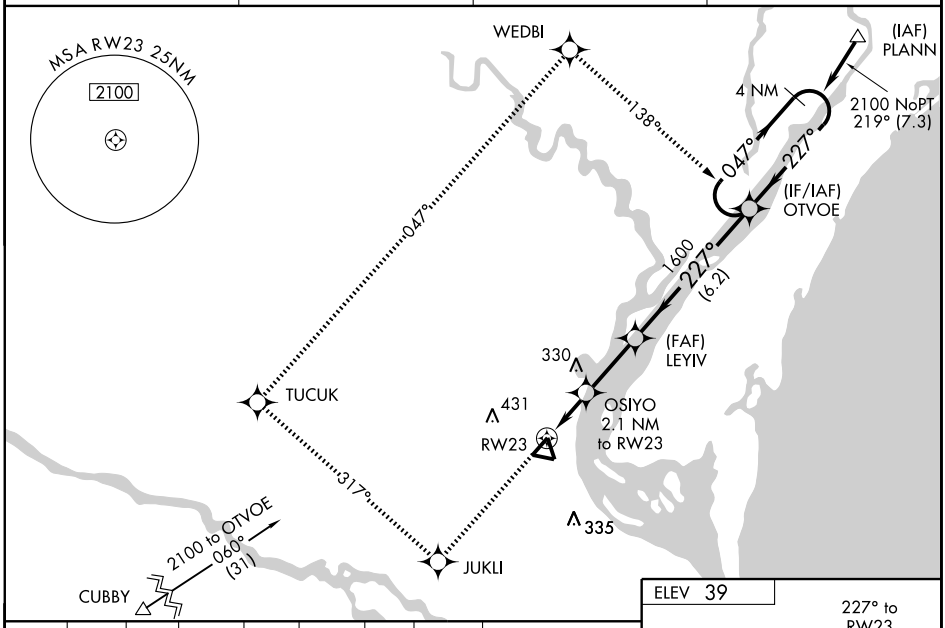
RNAV (GPS) RWY 23
GEORGETOWN COUNTY (GGE)

T
NA

Baro-VNAV NA when using Myrtle Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Myrtle Beach Intl altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, and LNAV and Circling visibility Cat. D ¼ mile.

MISSED APPROACH: Climb to 2100 direct JUKLI and via 317° track to TUCUK and via 047° track to WEDBI and via 138° track to OTVOE and hold.

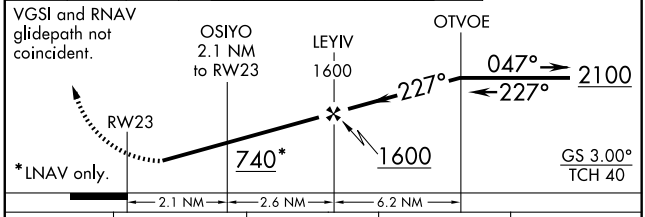
AWOS-3	MYRTLE BEACH APP CON ★	CLNC DEL (GCO)	UNICOM
118.275	127.4 257.95	119.7	123.0 (CTAF)

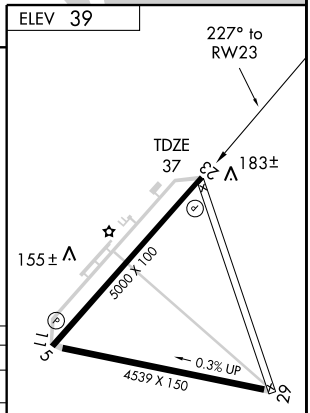


2100	JUKLI	TRK 317°	TUCUK	TRK 047°	WEDBI	TRK 138°	OTVOE

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident.





CATEGORY	A	B	C	D
LPV DA		357-1¼	320 (400-1¼)	
LNAV/VNAV DA		507-1¾	470 (500-1¾)	
LNAV MDA	440-1 403 (500-1)		440-1¼ 403 (500-1¼)	
CIRCLING	520-1 481 (500-1)		520-1½ 481 (500-1½)	800-2½ 761 (800-2½)

MIRL Rwy 5-23 and 11-29

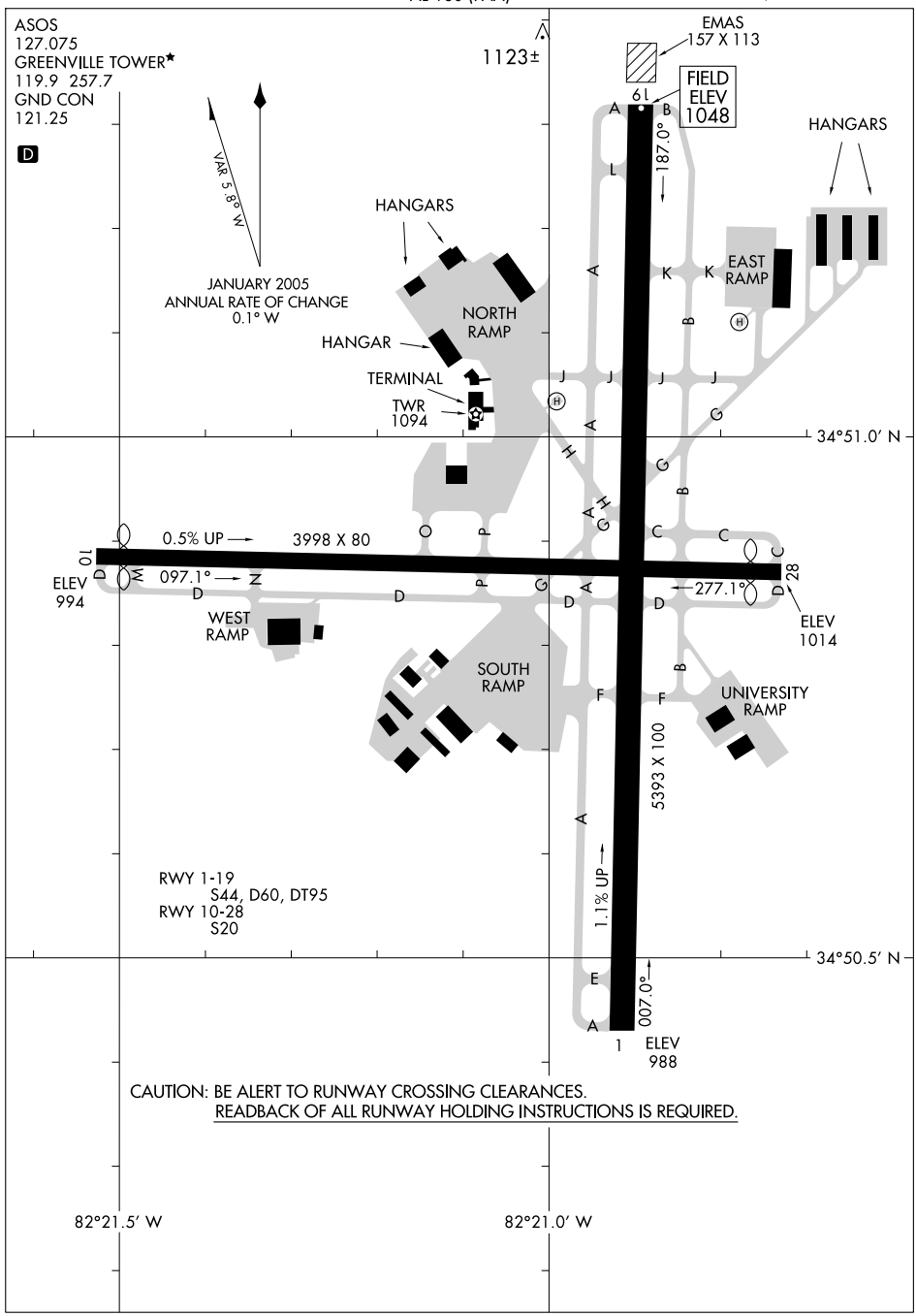
SE-2. 17 DEC 2009 to 14 JAN 2010

09183

AIRPORT DIAGRAM

AL-180 (FAA)

GREENVILLE DOWNTOWN (GMU)
GREENVILLE, SOUTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-GMU	APP CRS	Rwy Idg	5393
109.7	006°	TDZE	1015
		Apt Elev	1048

ILS or LOC RWY 1
GREENVILLE DOWNTOWN (GMU)

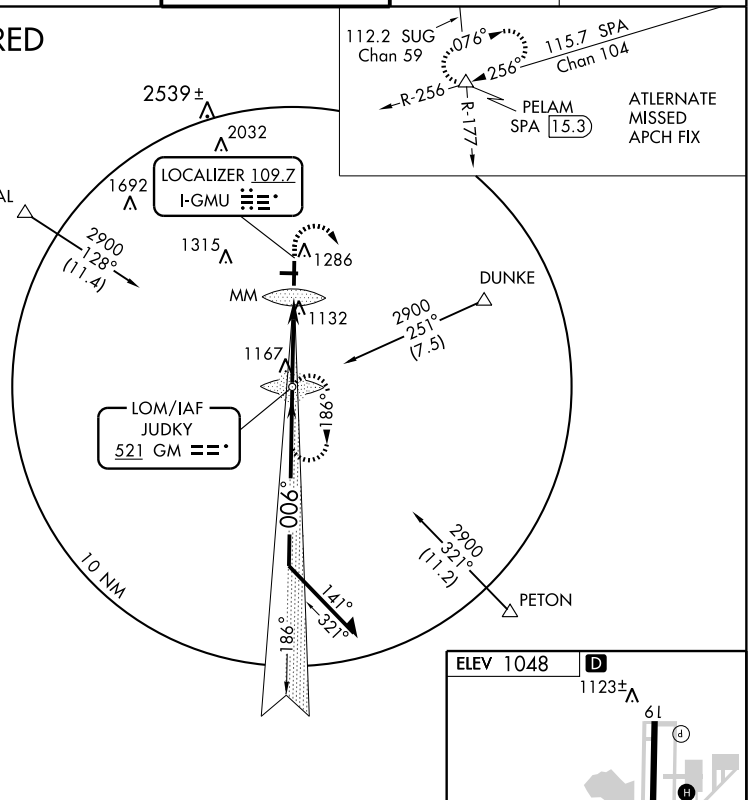
ASR: If local altimeter setting not received, use Greer altimeter setting and increase all DAs/MDAs 40 feet. ADF REQUIRED.

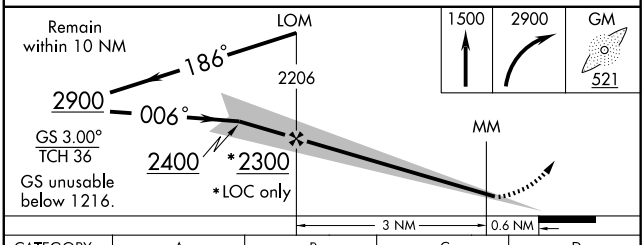
MALSF

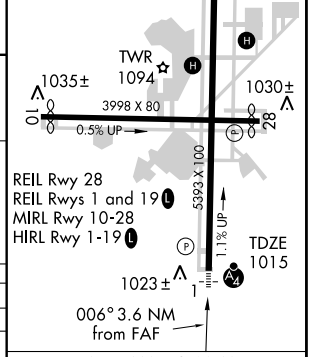
MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct GM LOM and hold, continue climb-in-hold to 2900.

ASOS	GREER APP CON ★	GREENVILLE TOWER ★	GND CON	UNICOM
127.075	118.8 385.4	119.9 (CTAF) L 257.7	121.25	122.95

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 1	1216-¾ 201 (200-¾)			
S-LOC 1	1400-¾ 385 (400-¾)			1400-1¼ 385 (400-1¼)
CIRCLING	1620-1 572 (600-1)		1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SE-2. 17 DEC 2009 to 14 JAN 2010

LOM GM	APP CRS	Rwy Idg	5393
521	006°	TDZE	1015
		Apt Elev	1048

NDB RWY 1

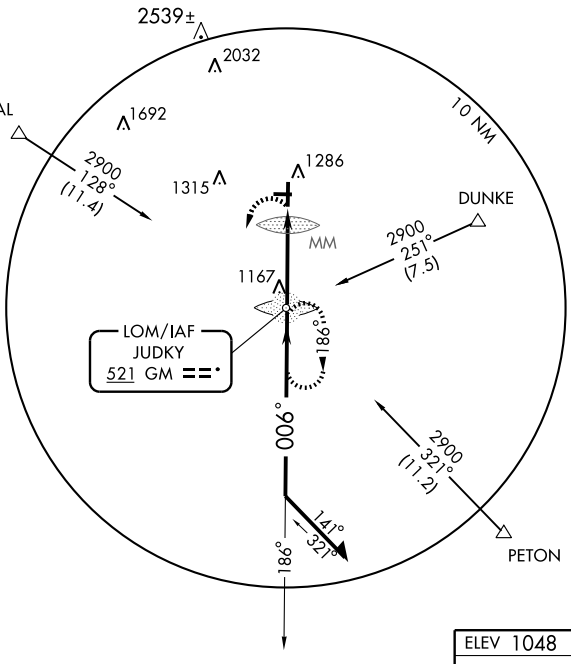
GREENVILLE DOWNTOWN (GMU)

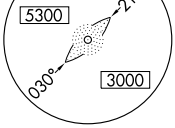
T A NA ASR — Inoperative table does not apply to Cat C. If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet.

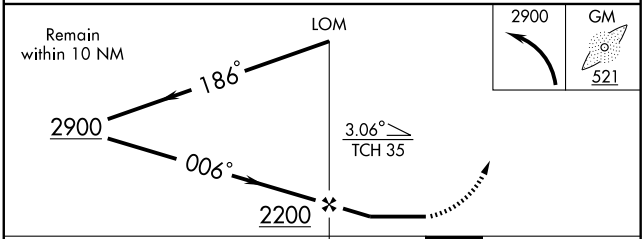
MALSF

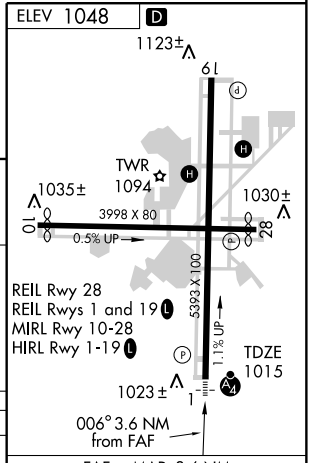
MISSED APPROACH: Climbing left turn to 2900 direct GM LOM and hold, continue climb-in-hold to 2900.

ASOS	GREER APP CON ★	GREENVILLE TOWER ★	GND CON	UNICOM
127.075	118.8 385.4	119.9 (CTAF) L 257.7	121.25	122.95









CATEGORY	A	B	C	D
S-1	1480-¾ 465 (500-¾)		1480-1¼ 465 (500-1¼)	1480-1½ 465 (500-1½)
CIRCLING	1620-1 572 (600-1)		1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5393
CH 53413	006°	TDZE	1015
W01A		Apt Elev	1048

RNAV (GPS) RWY 1
GREENVILLE DOWNTOWN (GMU)

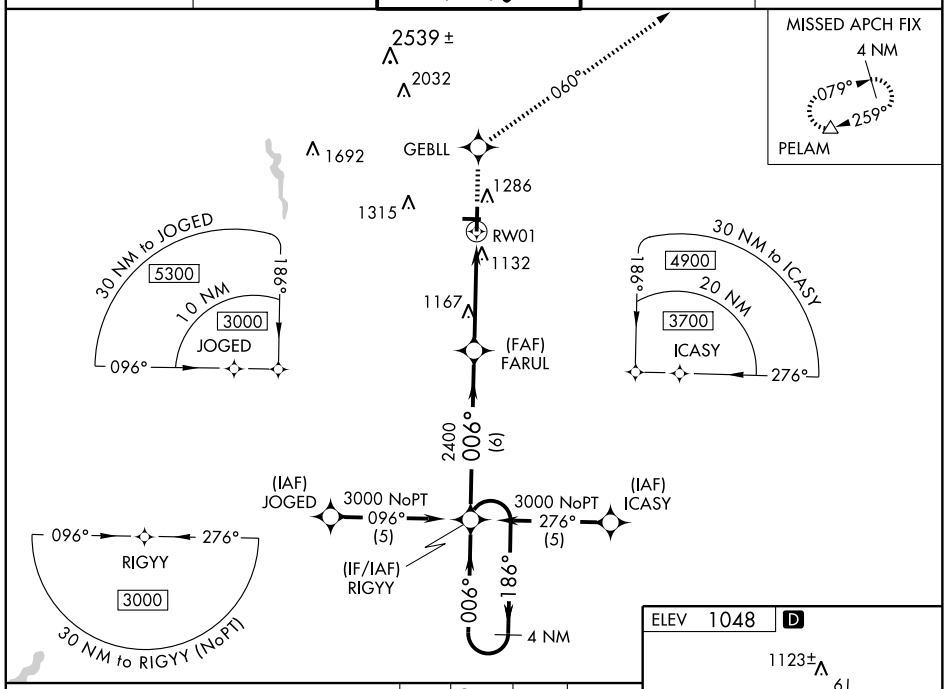
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat D and Circling Cat C visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.

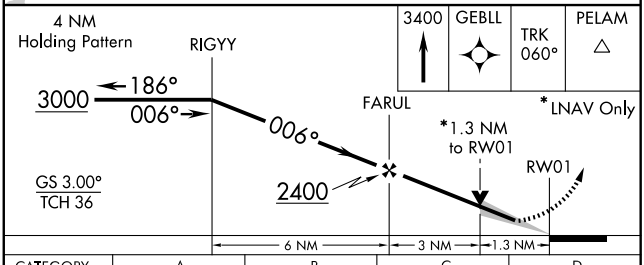
ASR

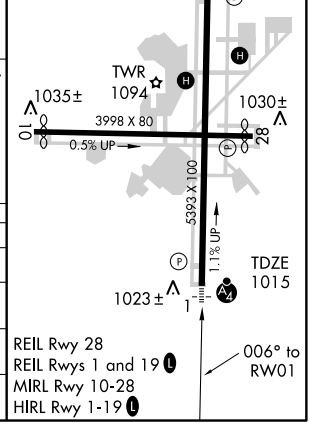
MALSF

MISSED APPROACH: Climb to 3400 direct GEBLL and via track 060° to PELAM and hold.

ASOS	GREER APP CON	GREENVILLE TOWER★	GND CON	UNICOM
127.075	118.8 385.4	119.9 (CTAF) L 257.7	121.25	122.95







CATEGORY	A	B	C	D
LPV DA	1215-¾ 200 (200-¾)			
LNAV/VNAV DA	1415-1½ 400 (400-1½)			
LNAV MDA	1440-¾ 425 (400-¾)		1440-1¼ 425 (400-1¼)	
CIRCLING	1620-1 572 (600-1)		1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3463
096°	TDZE	1013
	Apt Elev	1048

RNAV (GPS) RWY 10
GREENVILLE DOWNTOWN (GMU)

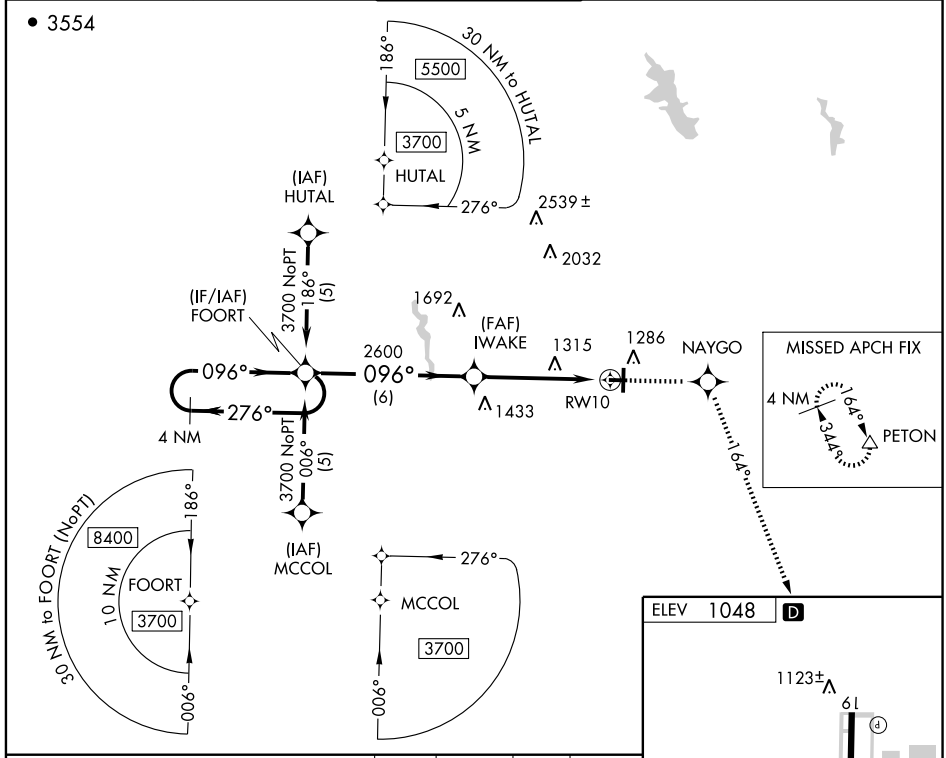
V A ASR

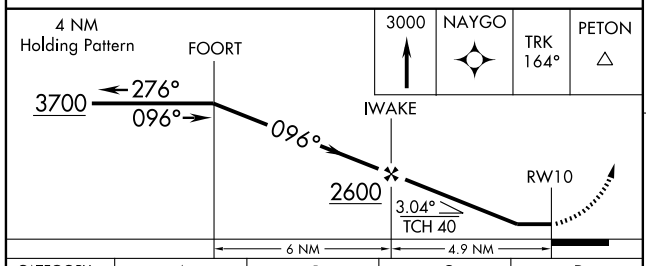
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greer altimeter setting and increase all MDA 40 feet, and LNAV Cats. C and D, and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NAYGO and via track 164° to PETON and hold.

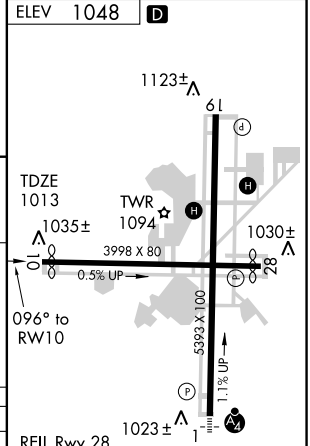
ASOS	GREER APP CON	GREENVILLE TOWER*	GND CON	UNICOM
127.075	118.8 385.4	119.9 (CTAF) L 257.7	121.25	122.95

• 3554





CATEGORY	A	B	C	D
LNAV MDA	1580-1 567 (600-1)		1580-1½ 567 (600-1½)	1580-1¾ 567 (600-1¾)
CIRCLING	1620-1 572 (600-1)		1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)



SE-2, 17 DEC 2009 to 14 JAN 2010

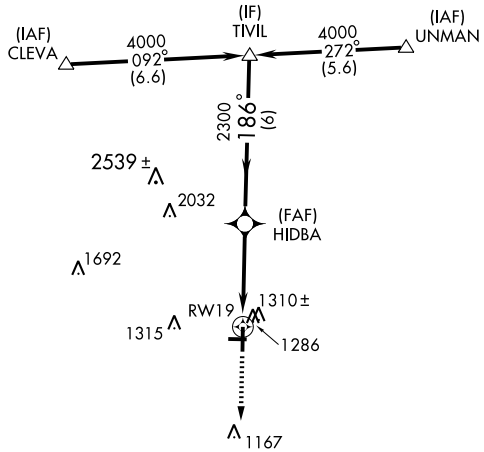
APP CRS	Rwy Idg	5393
186°	TDZE	1048
	Apt Elev	1048

RNAV (GPS) RWY 19
GREENVILLE DOWNTOWN (GMU)

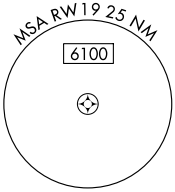
ASR — If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

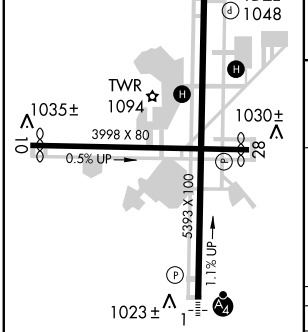
MISSED APPROACH: Climb to 2900 direct WANOL and hold.

ASOS	GREER APP CON ★	GREENVILLE TOWER ★	GND CON	UNICOM
127.075	118.8 385.4	119.9 (CTAF) L 257.7	121.25	122.95

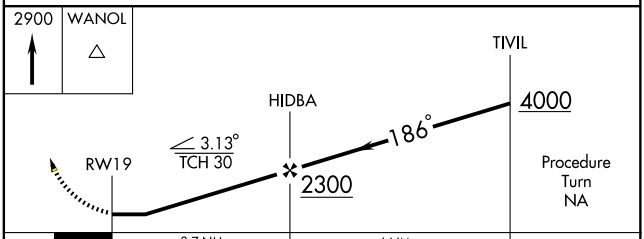








REIL Rwy 28
REIL Rwys 1 and 19 L
MIRL Rwy 10-28
HIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1560-1 512 (600-1)		1560-1½ 512 (600-1½)	1560-1¾ 512 (600-1¾)
CIRCLING	1620-1 572 (600-1)		1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010

09071

AIRPORT DIAGRAM

GREENVILLE/ DONALDSON CENTER (GYH)
GREENVILLE, SOUTH CAROLINA

AL-179 (FAA)

AWOS-3
127.325
DONALDSON TOWER ★
133.325 269.25
GND CON
121.4
CLNC DEL
121.4
125.95 (When Tower Closed)

VAR 5.7°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

ELEV
918

34° 46′ N

225.7°
0.6% UP
5
23
8000 X 150
A
A1
B
B1
B2
B3
B4
FBO
FBO
HANGAR
CONTROL
TOWER
1038 ±
FIELD
ELEV
955
045.7°
0.3% DOWN
1043

34° 45′ N

RWY 5-23
S30, D120, ST152, DT200

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

82° 23′ W
82° 22′ W

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-GYH	APP CRS	Rwy Idg	8000
108.3	044°	TDZE	955
Chan 20		Apt Elev	955

ILS or LOC RWY 5

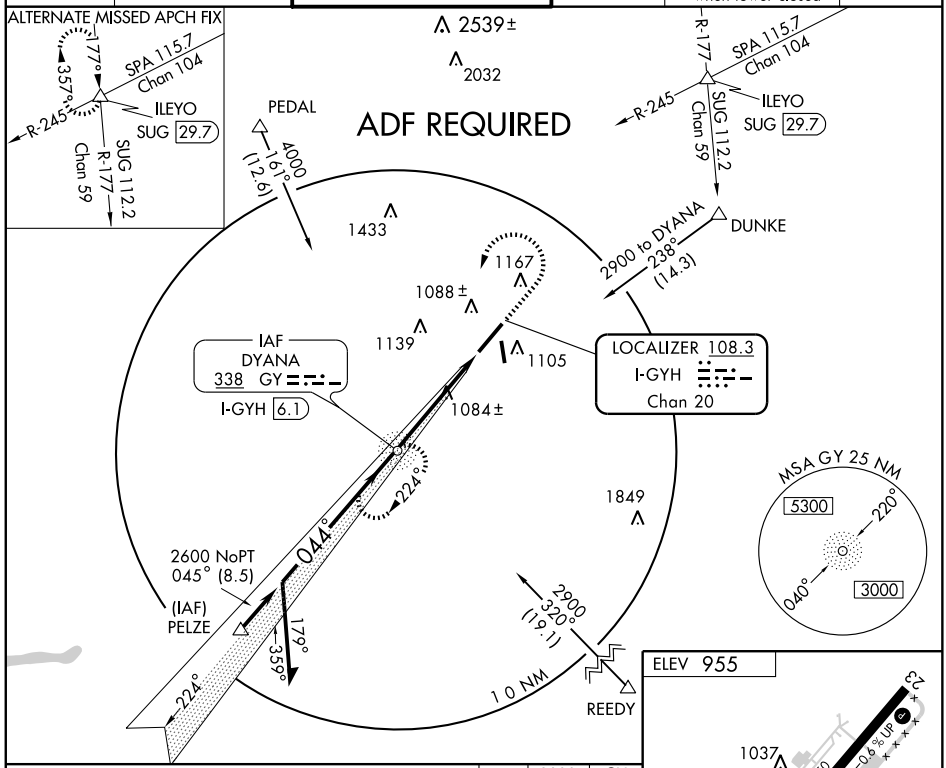
GREENVILLE/ DONALDSON CENTER (GYH)

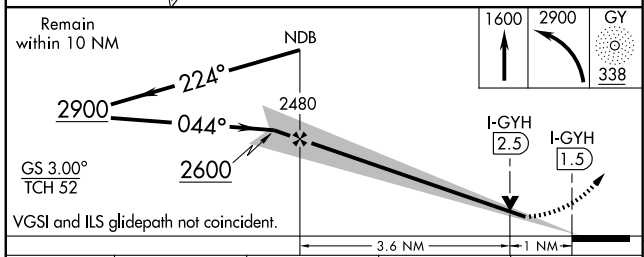
When local altimeter setting not received, use Greer altimeter setting and increase all DAs/MDAs 40 feet, increase S-LOC Cat. C visibility ¼ mile.

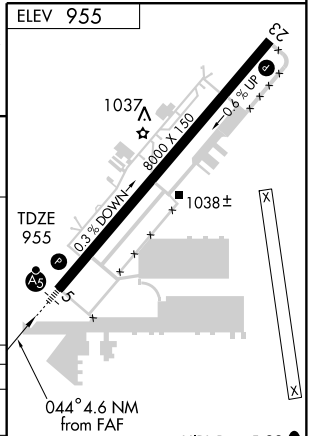
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct DYANA NDB and hold, continue climb-in-hold to 2900.

AWOS-3	GREER APP CON ★	DONALDSON TOWER ★	GND CON	CLNC DEL	UNICOM
127.325	118.8 385.4	133.325 (CTAF) L 269.25	121.4	121.4 *125.95 *when tower closed	122.7







CATEGORY	A	B	C	D
S-ILS 5	1155-½ 200 (200-½)			
S-LOC 5	1340-½ 385 (400-½)			1340-¾ 385 (400-¾)
CIRCLING	1420-1 465 (500-1)		1480-1½ 525 (600-1½)	1520-2 565 (600-2)

HIRL Rwy 5-23 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB GY	APP CRS	Rwy Idg	8000
338	043°	TDZE	955
		Apt Elev	955

NDB RWY 5

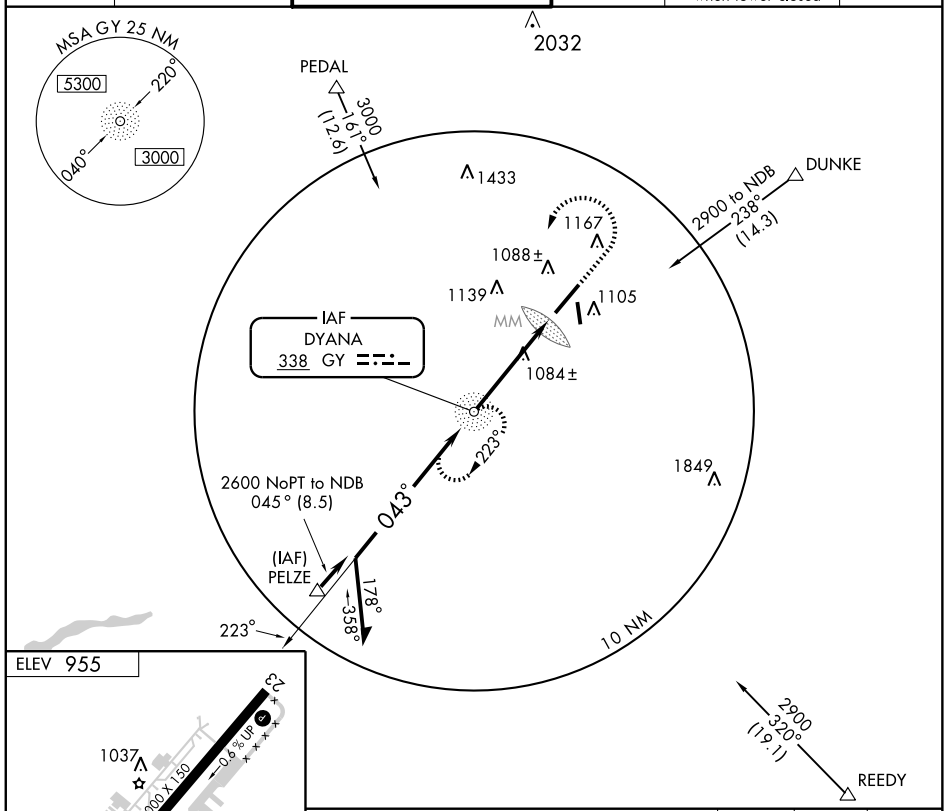
GREENVILLE/ DONALDSON CENTER (GYH)

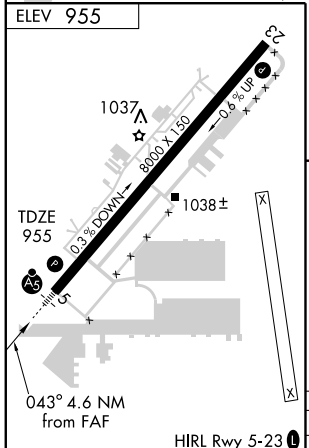
T NA — If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet.

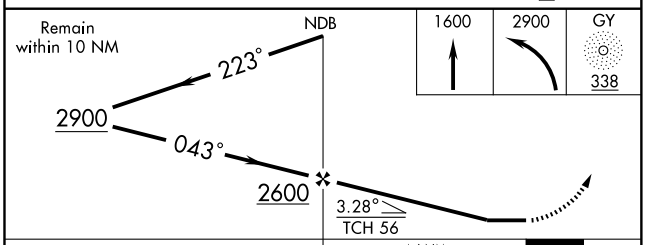
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct GY NDB and hold.

AWOS-3	GREER APP CON ★	DONALDSON TOWER ★	GND CON	CLNC DEL	UNICOM
127.325	118.8 385.4	133.325 (CTAF) L 269.25	121.4	121.4 *125.95 *when tower closed	122.7







FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-5	1440-¾ 485 (500-¾)			1440-1¼ 485 (500-1¼)
CIRCLING	1440-1 485 (500-1)		1480-1½ 525 (600-1½)	1520-2 565 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 72603	044°	Rwy Idg	8000
W05A		TDZE	955
		Apt Elev	955

RNAV (GPS) RWY 5

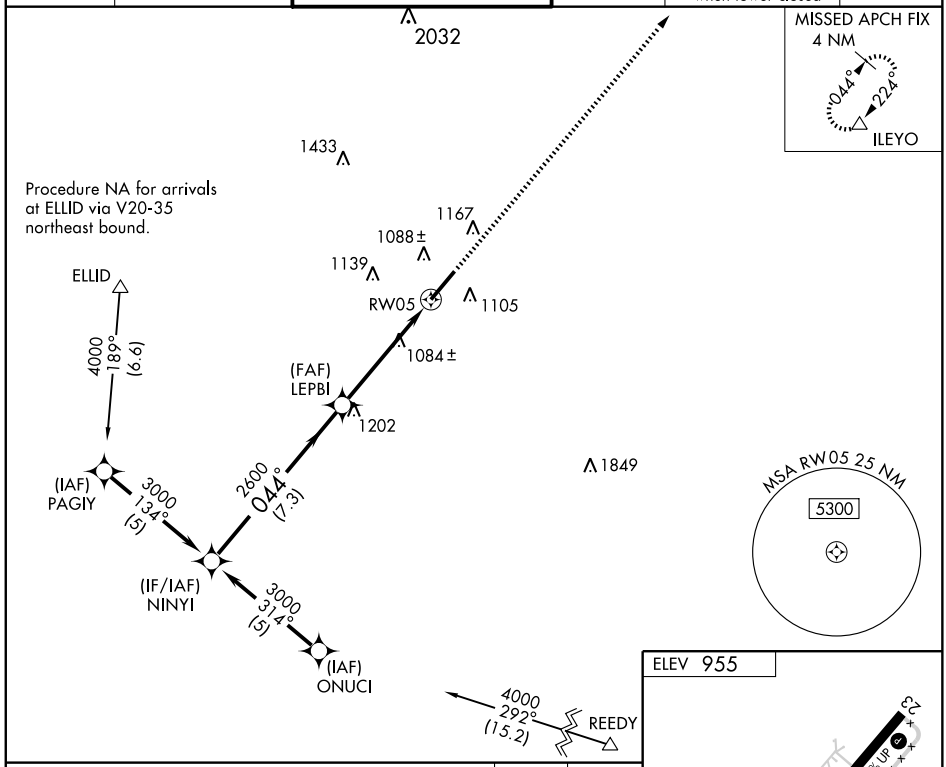
GREENVILLE/ DONALDSON CENTER (GYH)

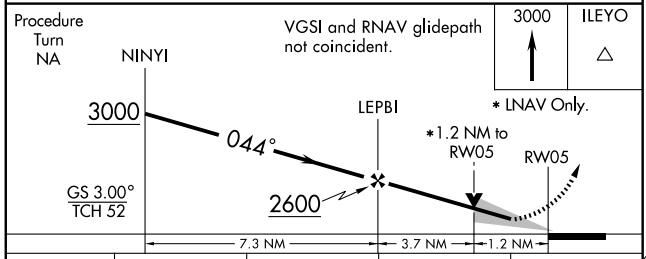
T NA — If local altimeter setting not received, use Greer altimeter setting and increase DA 28 feet and all MDAs 40 feet. VDP NA when using Greer altimeter setting. DME/DME RNP-0.3 NA.

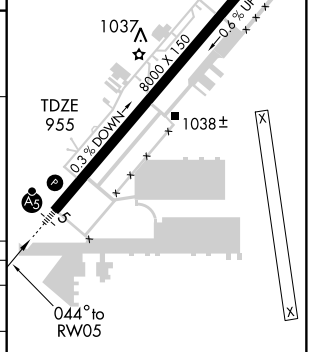
MALSR

MISSED APPROACH: Climb to 3000 direct ILEYO and hold.

AWOS-3	GREER APP CON ★	DONALDSON TOWER ★	GND CON	CLNC DEL	UNICOM
127.325	118.8 385.4	133.325 (CTAF) L 269.25	121.4	121.4 *125.95 *when tower closed	122.7







CATEGORY	A	B	C	D
LPV DA	1208-½ 253 (300-½)			
LNAV MDA	1400-½ 445 (500-½)		1400-¾ 445 (500-¾)	1400-1 445 (500-1)
CIRCLING	1420-1 465 (500-1)		1480-1½ 525 (600-1½)	1520-2 565 (600-2)

HIRL Rwy 5-23 L

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8000
224°	TDZE	937
	Apt Elev	955

RNAV (GPS) RWY 23

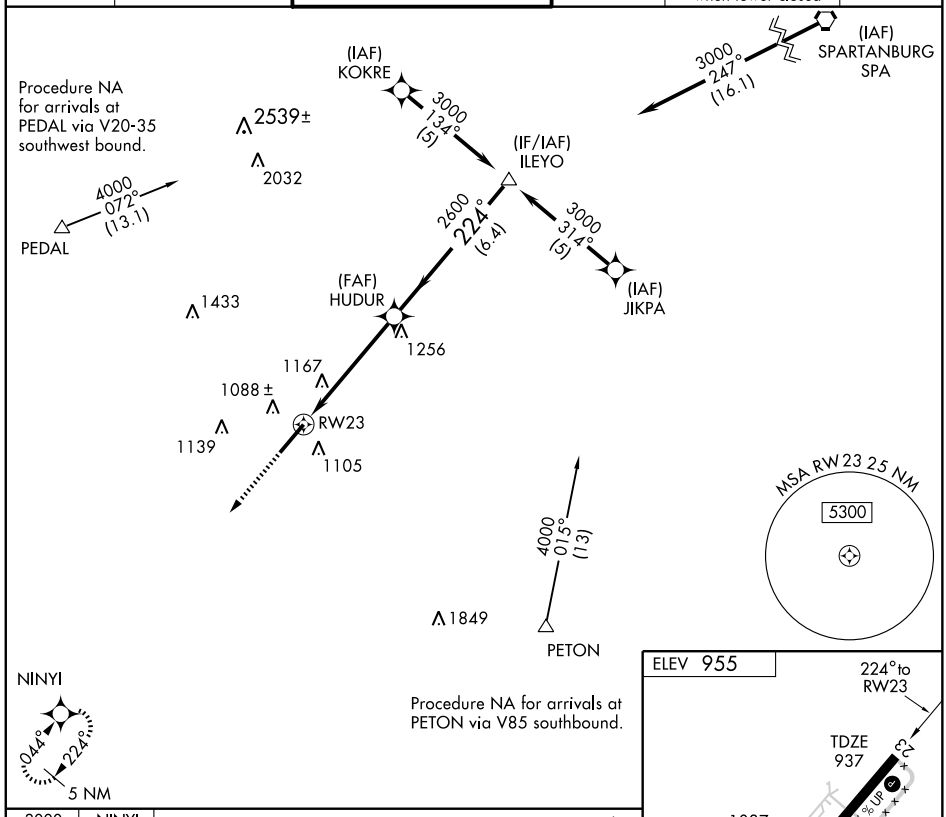
GREENVILLE/ DONALDSON CENTER (GYH)

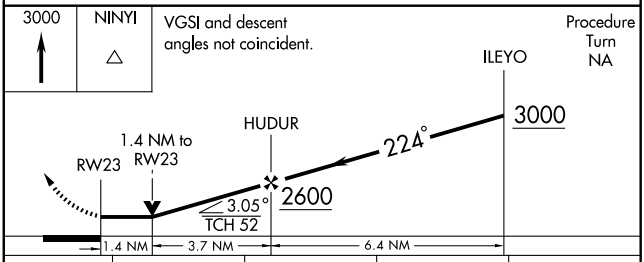
NA

If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet. VDP NA when using Greer altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

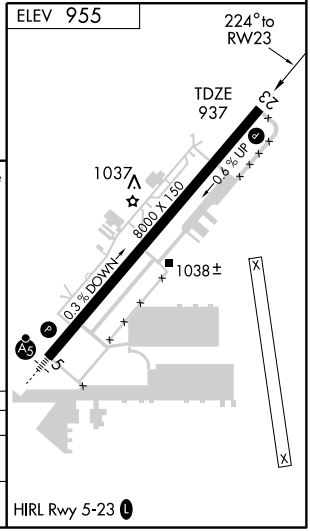
MISSED APPROACH: Climb to 3000 direct NINYI and hold.

AWOS-3	GREER APP CON ★	DONALDSON TOWER ★	GND CON	CLNC DEL	UNICOM
127.325	118.8 385.4	133.325 (CTAF) L 269.25	121.4	121.4 *125.95 *when tower closed	122.7





CATEGORY	A	B	C	D
LNAV MDA	1420-1	483 (500-1)	1420-1¼ 483 (500-1¼)	1420-1½ 483 (500-1½)
CIRCLING	1420-1	465 (500-1)	1480-1½ 525 (600-1½)	1520-2 565 (600-2)



SE-2. 17 DEC 2009 to 14 JAN 2010

NDB GIW	APP CRS	Rwy Idg	5003
239	269°	TDZE	629
		Apt Elev	631

NDB or GPS RWY 27

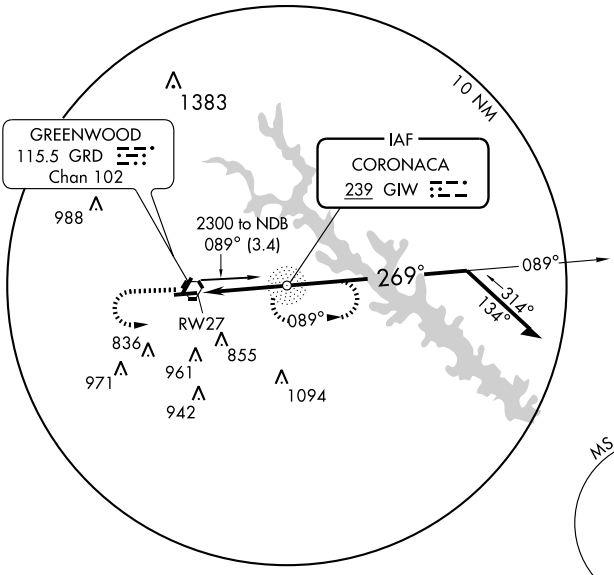
GREENWOOD COUNTY (GRD)

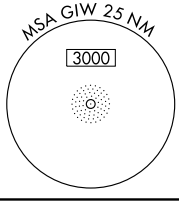
When local altimeter setting not received, use Anderson altimeter setting. Inoperative table does not apply to S-27 Cat. C and Anderson altimeter setting minimums S-27 Cat. C.

ODALS

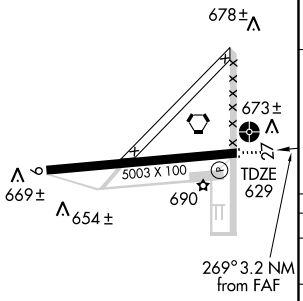
MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct GIW NDB and hold.

ASOS	GREER APP CON ★	UNICOM
121.125	120.6 350.2	122.8 (CTAF) L





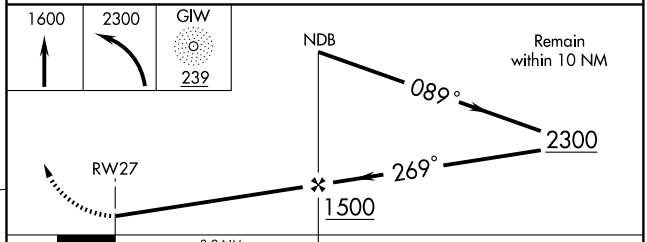
ELEV 631



MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04



CATEGORY	A	B	C	D
S-27	1060-¾ 431 (500-¾)		1060-1¼ 431 (500-1¼)	1060-1½ 431 (500-1½)
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1½ 469 (500-1½)	1280-2 649 (700-2)
ANDERSON ALTIMETER SETTING MINIMUMS				
S-27	1160-¾ 531 (600-¾)		1160-1½ 531 (600-1½)	1160-1¾ 531 (600-1¾)
CIRCLING	1180-1 549 (600-1)		1180-1½ 549 (600-1½)	1360-2¼ 729 (800-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC GRD	APP CRS	Rwy Idg	5003
115.5	080°	TDZE	631
Chan 102		Apt Elev	631

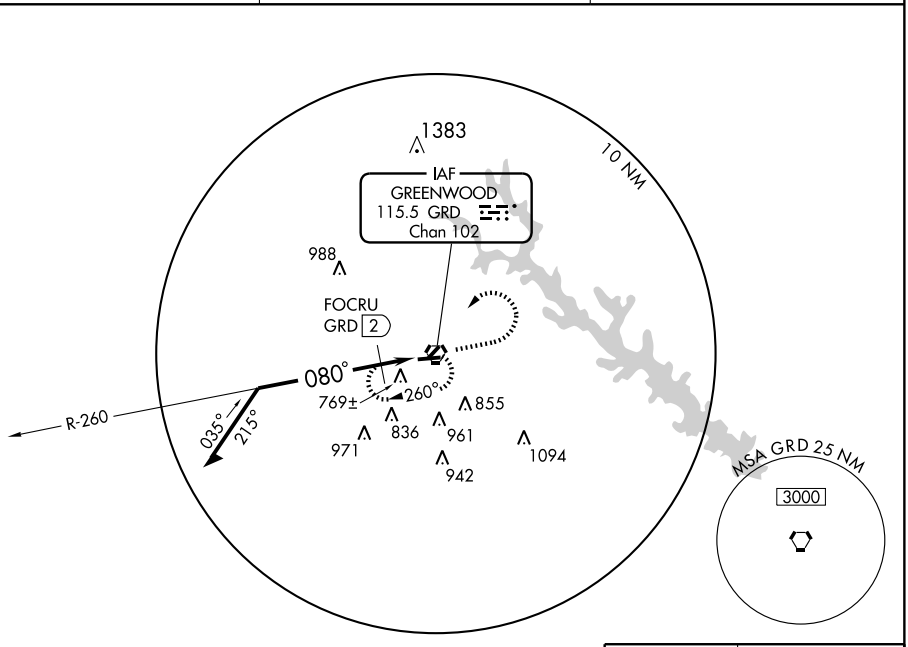
VOR or GPS RWY 9

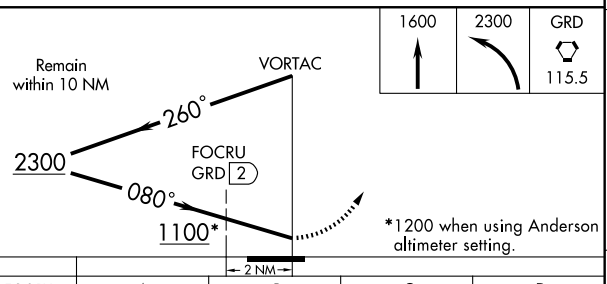
GREENWOOD COUNTY (GRD)

When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 100 feet and S-9 and FOCRU FIX MINIMUMS Cats. C and D visibility ¼ mile, Circling Cat. D visibility ½ mile.

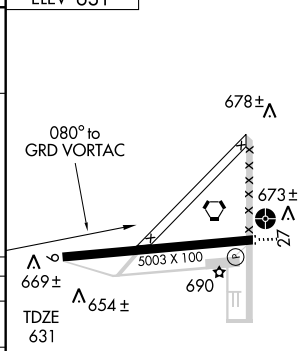
MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct GRD VORTAC and hold.

ASOS	GREER APP CON ★	UNICOM
121.125	120.6 350.2	122.8 (CTAF) L





*1200 when using Anderson altimeter setting.



CATEGORY	A	B	C	D
S-9	1100-1 469 (500-1)		1100-1¼ 469 (500-1¼)	1100-1½ 469 (500-1½)
CIRCLING	1100-1 469 (500-1)		1100-1½ 469 (500-1½)	1280-2 649 (700-2)
FOCRU FIX MINIMUMS				
S-9	1020-1 389 (400-1)			1020-1¼ 389 (400-1¼)
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1½ 469 (500-1½)	1280-2 649 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC GRD	APP CRS	Rwy Idg 5003
115.5	280°	TDZE 629
Chan 102		Apt Elev 631

VOR RWY 27

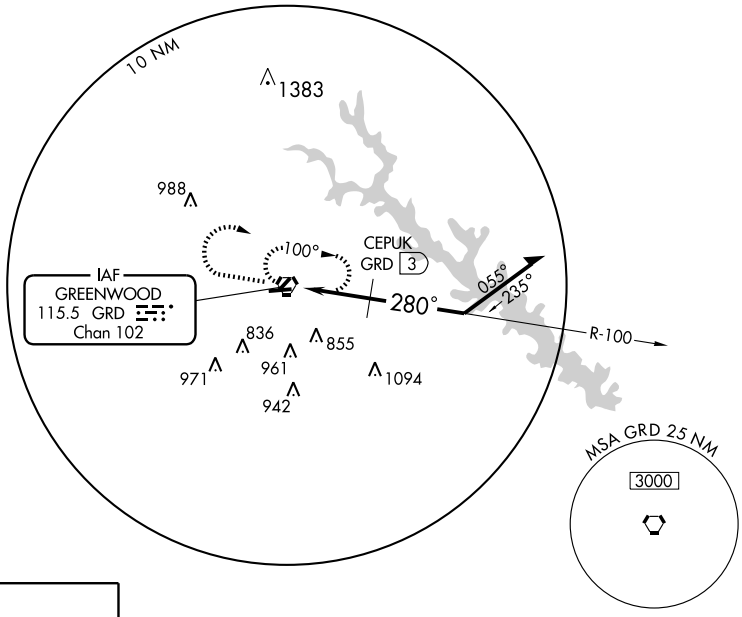
GREENWOOD COUNTY (GRD)

When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 100 feet and S-27 Cats. C and D visibility ¼ mile, Circling Cat. C visibility ¼ mile and Cat. D visibility ½ mile, CEPUK FIX MINIMUMS: Increase S-27 Cat. C visibility ½ mile, Cat. D visibility ¼ mile, Circling Cat. D visibility ½ mile. Inoperative table does not apply to S-27 Cat. C. When using Anderson altimeter setting, inoperative table does not apply to S-27 Cat. C or CEPUK FIX MINIMUMS: S-27 Cat. C.

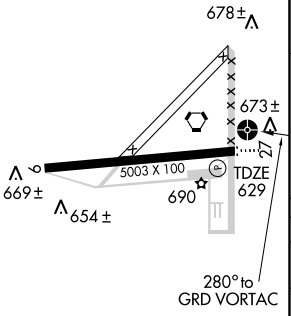
ODALS

MISSED APPROACH: Climb to 1800 then climbing right turn to 2300 direct GRD VORTAC and hold.

ASOS	GREER APP CON ★	UNICOM
121.125	120.6 350.2	122.8 (CTAF) L

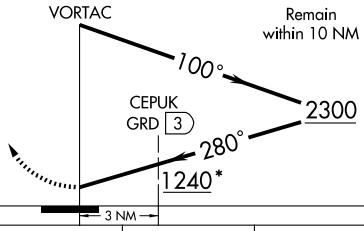


ELEV 631



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

1800	2300	GRD
		115.5



*1340 when using Anderson altimeter setting.

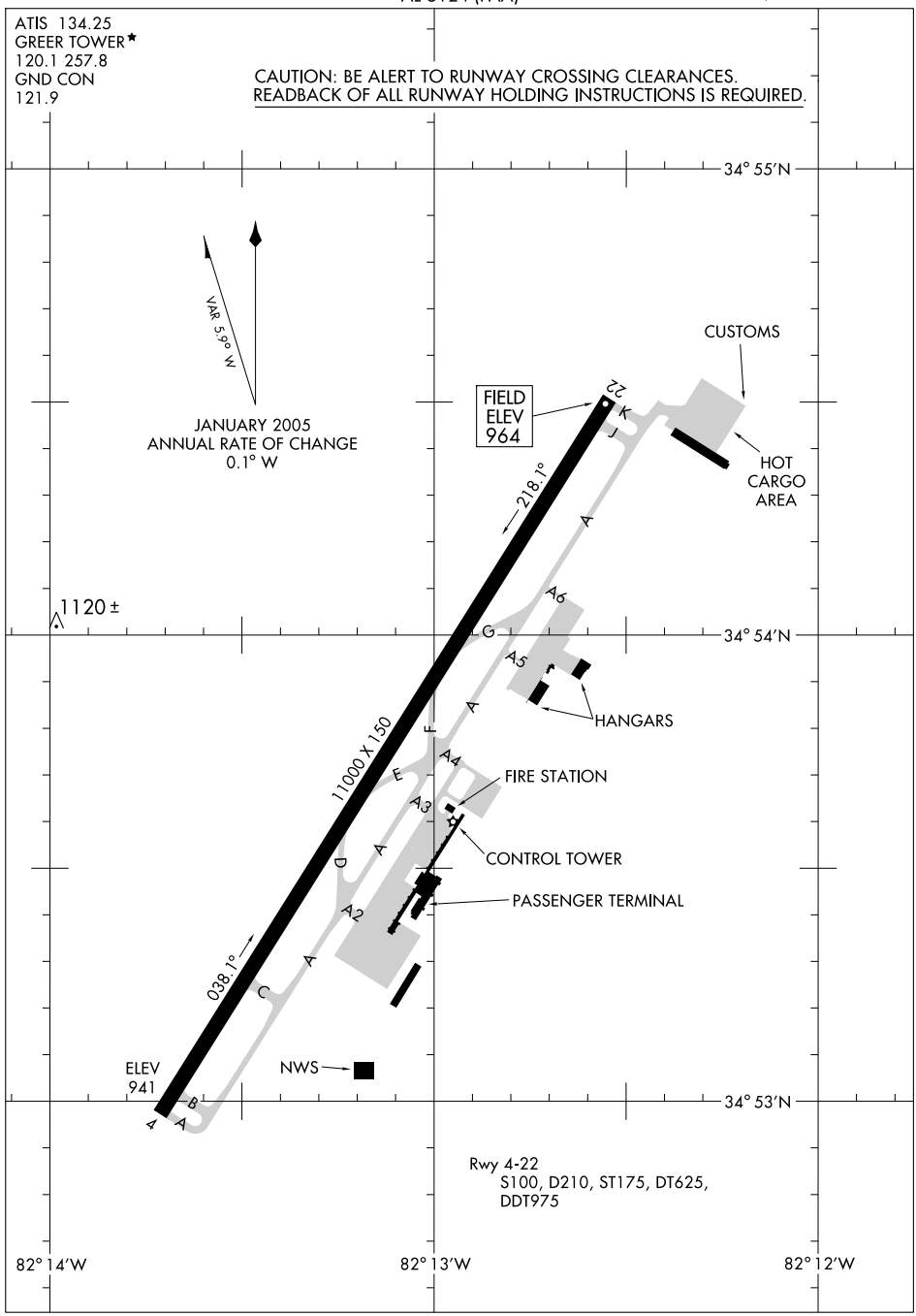
CATEGORY	A	B	C	D
S-27	1240-¾ 611 (700-¾)		1240-1¾ 611 (700-1¾)	1240-2 611 (700-2)
CIRCLING	1240-1 609 (700-1)		1240-1¾ 609 (700-1¾)	1280-2 649 (700-2)
CEPUK FIX MINIMUMS				
S-27	1020-¾ 391 (400-¾)			1020-1¼ 391 (400-1¼)
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1½ 469 (500-1½)	1280-2 649 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

07298

AIRPORT DIAGRAM

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)
AL-5124 (FAA)
GREER, SOUTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-GSP	APP CRS	Rwy Idg	11000
109.3	038°	TDZE	947
		Apt Elev	964

ILS or LOC RWY 4

GREER/
GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

ASR

When local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DA to 1176, increase all MDA 40 feet. Cat. II/III NA.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1(CTAF) L 257.8	121.9	122.95

ADF or RADAR REQUIRED

MSA GS 25 NM
5300
090° 270°
3000

3000 to GREER
197° (12.6)
UNMAN

1348
2539±
1216
1170
2032
1200±
1120
1110
IM
1109
1118
1120±
MM

LOM
JUDKY
521 GM

LOCALIZER 109.3
I-GSP

DO NOT CONFUSE
WITH GREER (GS) OM

LOM/IAF
GREER
287 GS

038°
218°
173°
353°
10 NM

3000 to GREER
053°
(19.5)
PELZE

SPARTANBURG
115.7 SPA
Chan 104
3000 to GREER
235°
(21.8)
R-194
014°
194°

FAIRMONT
248 FRT

FAIRMONT
248 FRT
063°
243°
ALTERNATE
MISSED APCH FIX

Remain
within 10 NM
GREER
LOM
218°
3000
038°
2537
MM
IM
GS 3.00°
TCH 55
2600
4.3 NM
0.3
0.2

3000
SPA
115.7

ELEV 964
HIRL Rwy 4-22 L
TDZ/CL Rwy 4
11000 X 150
TWR
1061
TDZE
947
1082
038° 4.8 NM
from FAF

CATEGORY	A	B	C	D
S-ILS 4	1147/18 200 (200-½)			
S-LOC 4	1380/24 433 (500-½)		1380/40 433 (500-¾)	1380/50 433 (500-1)
CIRCLING	1420-1 456 (500-1)		1420-1½ 456 (500-1½)	1520-2 556 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-GSP	APP CRS	Rwy Idg	11000
109.3	038°	TDZE	947
		Apt Elev	964

ILS RWY 4 (CAT II)

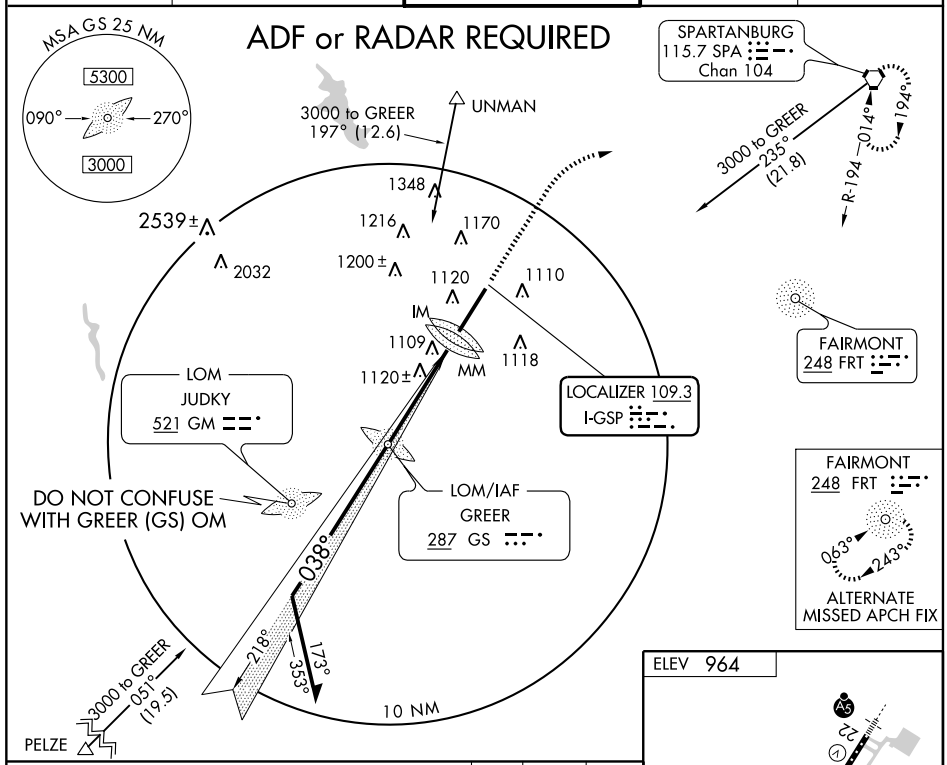
GREER/
GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

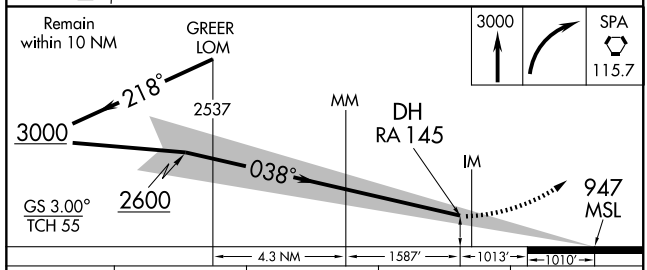
ASR

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

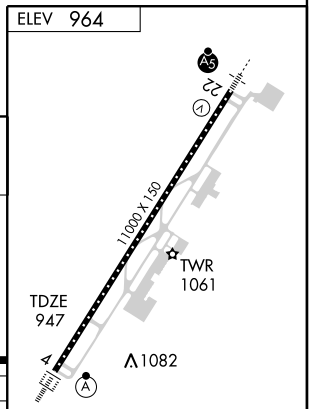
ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1(CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 4	RA 145/12 100 DA 1047			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL Rwy 4-22 L
TDZ/CL Rwy 4

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-GSP	APP CRS	Rwy Idg	11000
109.3	038°	TDZE	947
		Apt Elev	964

ILS RWY 4 (CAT III)

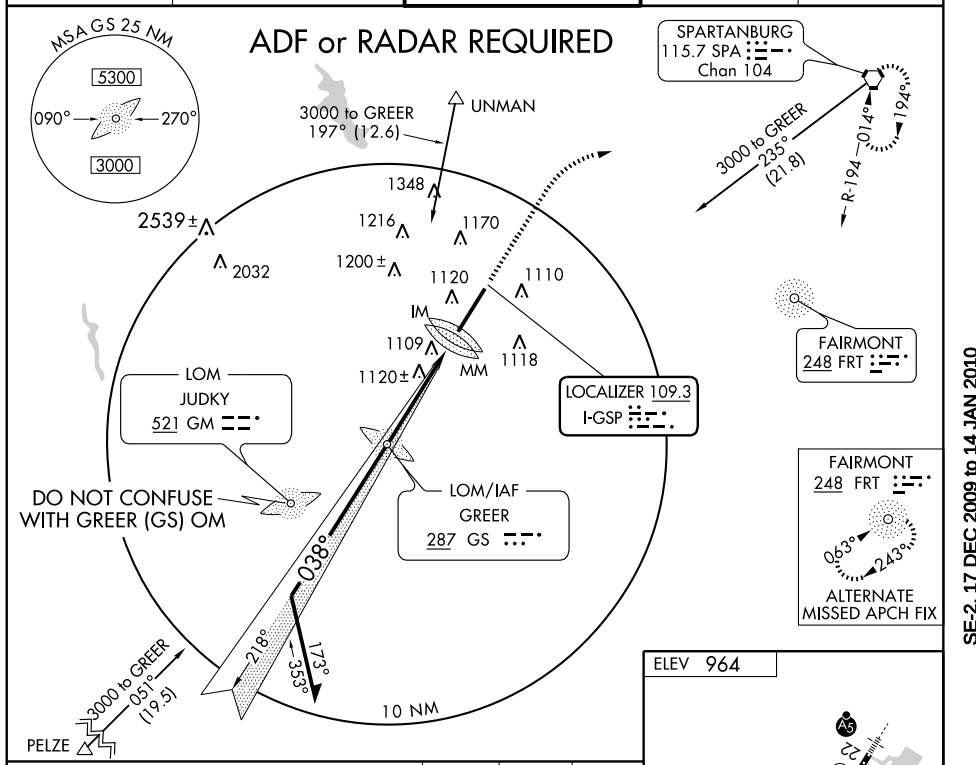
GREER/
GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

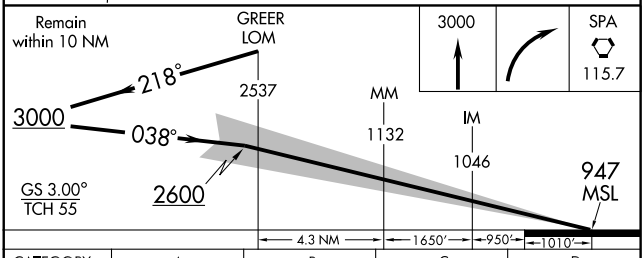
ASR

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

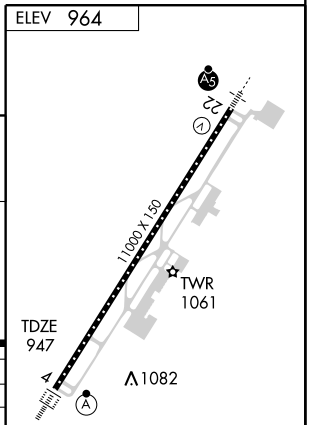
ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1(CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 4	CAT IIIa	RVR 07		
S-ILS 4	CAT IIIb	RVR 06		
S-ILS 4	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL Rwy 4-22 L
TDZ/CL Rwy 4

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-LMJ	APP CRS	Rwy Idg	11000
110.7	218°	TDZE	964
		Apt Elev	964

ILS RWY 22

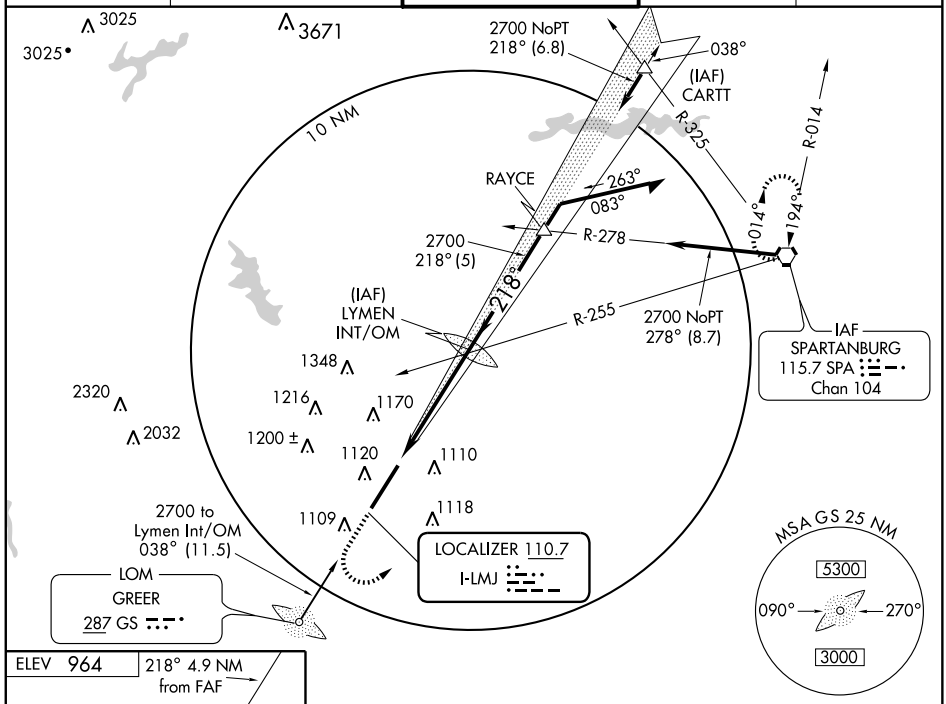
GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

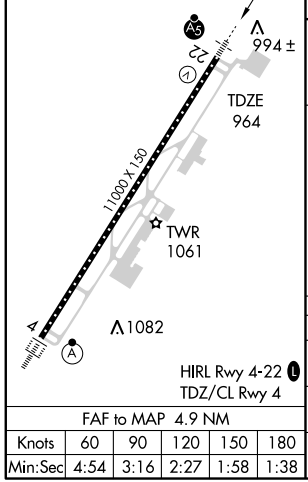
ASR

MALSR

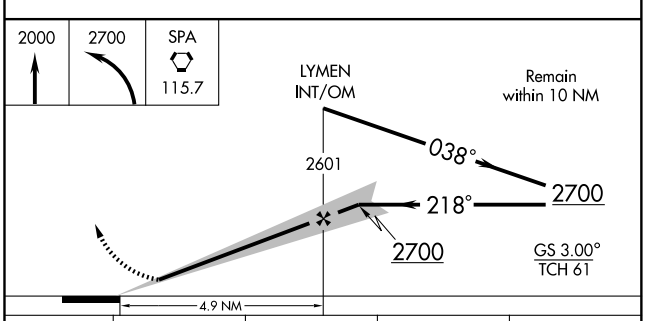
MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct SPA VORTAC and hold.

ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1(CTAF) L 257.8	121.9	122.95





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 22	1164/24 200 (200-½)			
S-LOC 22	1340/24 376 (400-½)			1340/40 376 (400-¾)
CIRCLING	1420-1 456 (500-1)		1420-1½ 456 (500-1½)	1520-2 556 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	11000
CH 78103	038°	TDZE	947
W04A		Apt Elev	964

RNAV (GPS) RWY 4

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

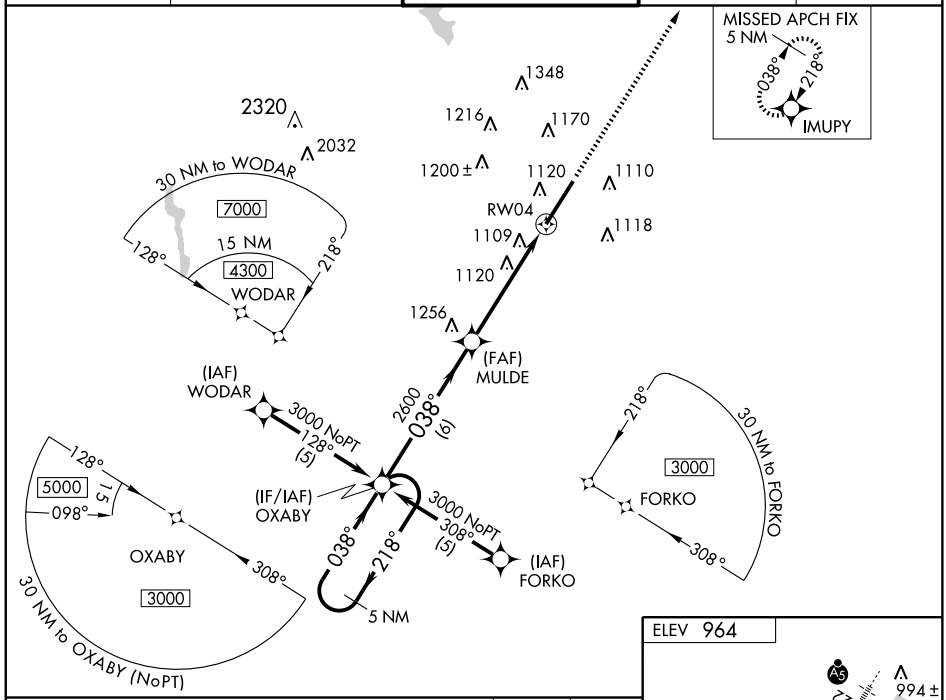
T A ASR

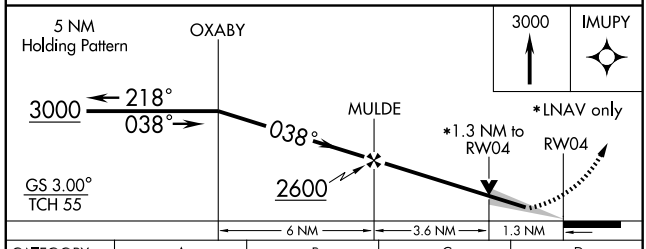
If local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Greenville Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

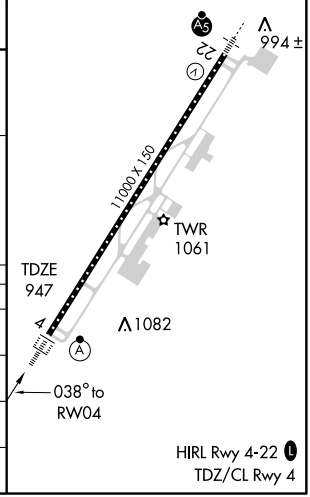
ALSF-2

MISSED APPROACH: Climb to 3000 direct IMUPY and hold.

ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1147/24 200 (200-½)			
LNAV/VNAV DA	1422/60 475 (500-1¼)			
LNAV MDA	1420/24 473 (500-½)		1420/40 473 (500-¾)	1420/50 473 (500-1)
CIRCLING	1420-1 456 (500-1)		1420-1½ 456 (500-1½)	1520-2 556 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	11000
CH 99602	218°	TDZE	964
W22A		Apt Elev	964

RNAV (GPS) RWY 22

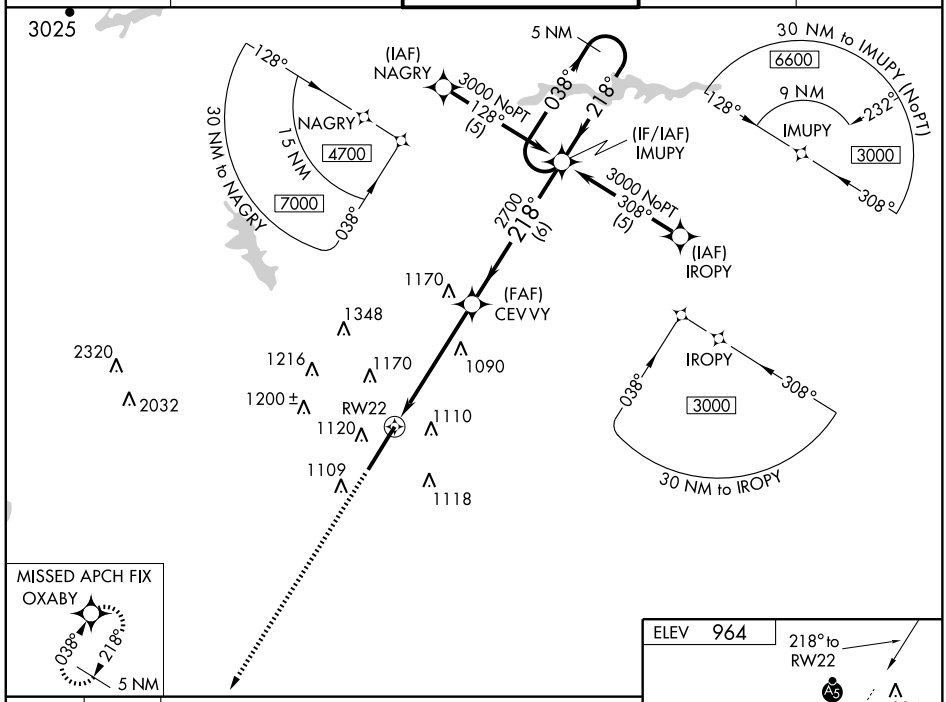
GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

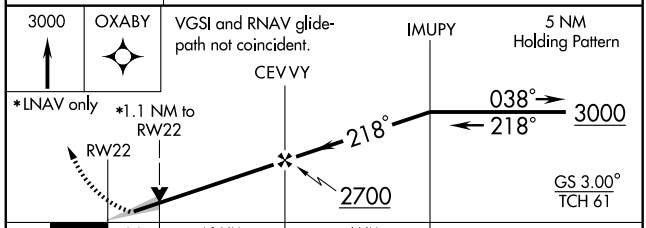
If local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Greenville Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000.

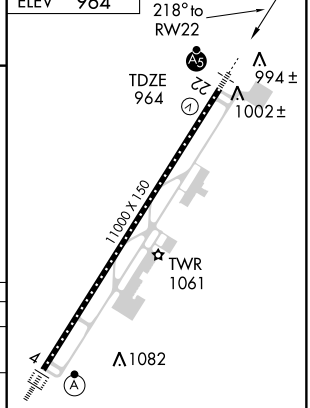
MALSR

MISSED APPROACH: Climb to 3000 direct OXABY and hold.

ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1(CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1164/24 200 (200-½)			
LNAV/ VNAV DA	1367/40 403 (500-¾)			
LNAV MDA	1360/24 396 (400-½)			1360/50 396 (400-1)
CIRCLING	1420-1 456 (500-1)		1420-1½ 456 (500-1½)	1520-2 556 (600-2)

HIRL Rwy 4-22 L
TDZ/CL Rwy 4

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB HVS	APP CRS	Rwy Idg	5000
341	023°	TDZE	349
		Apt Elev	364

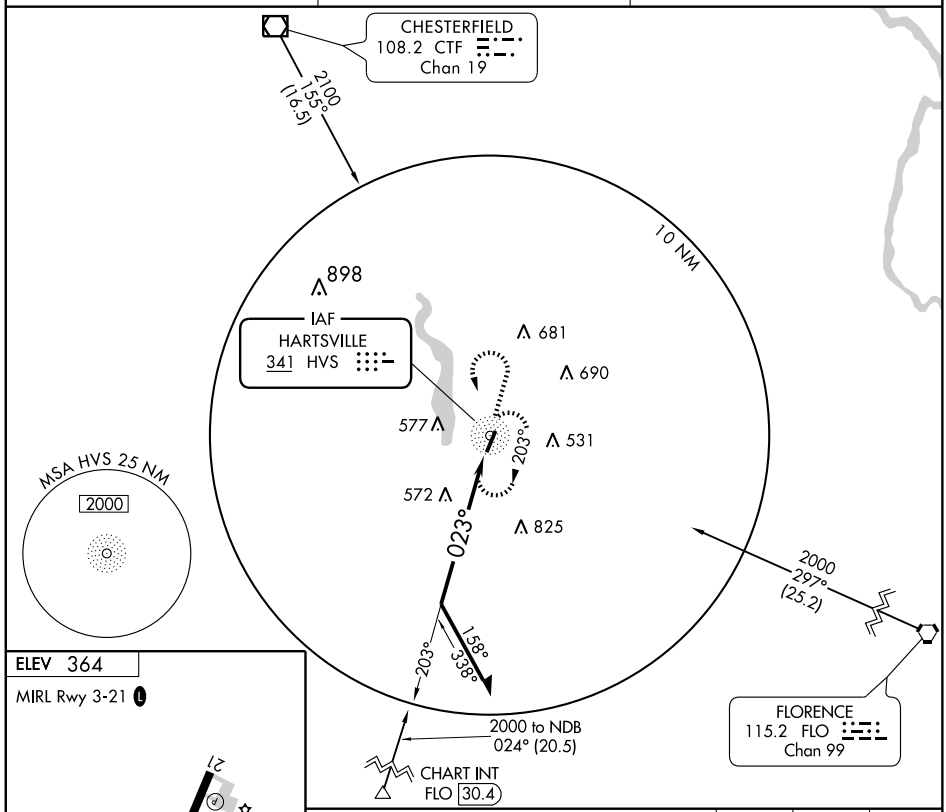
NDB RWY 3
HARTSVILLE RGNL (HVS)

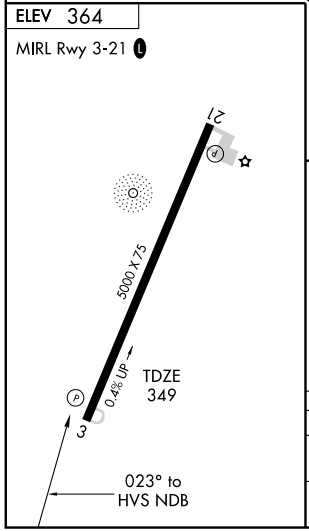
▼ NA

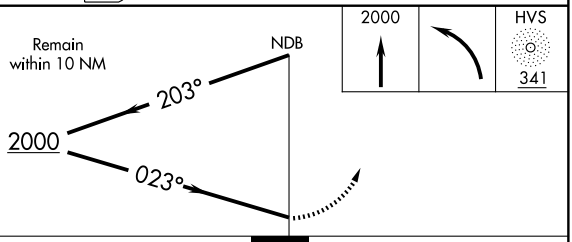
When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, increase S-3 Cat B and Circling Cat C visibility ¼ mile, and increase S-3 Cat C ½ mile.

MISSED APPROACH: Climb to 2000 then left turn direct HVS NDB and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.225	125.4 285.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	1000-1	651 (700-1)	1000-1¾ 651 (700-1¾)	NA
CIRCLING	1000-1	636 (700-1)	1000-1¾ 636 (700-1¾)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB HVS	APP CRS	Rwy Idg	5000
341	218°	TDZE	364
		Apt Elev	364

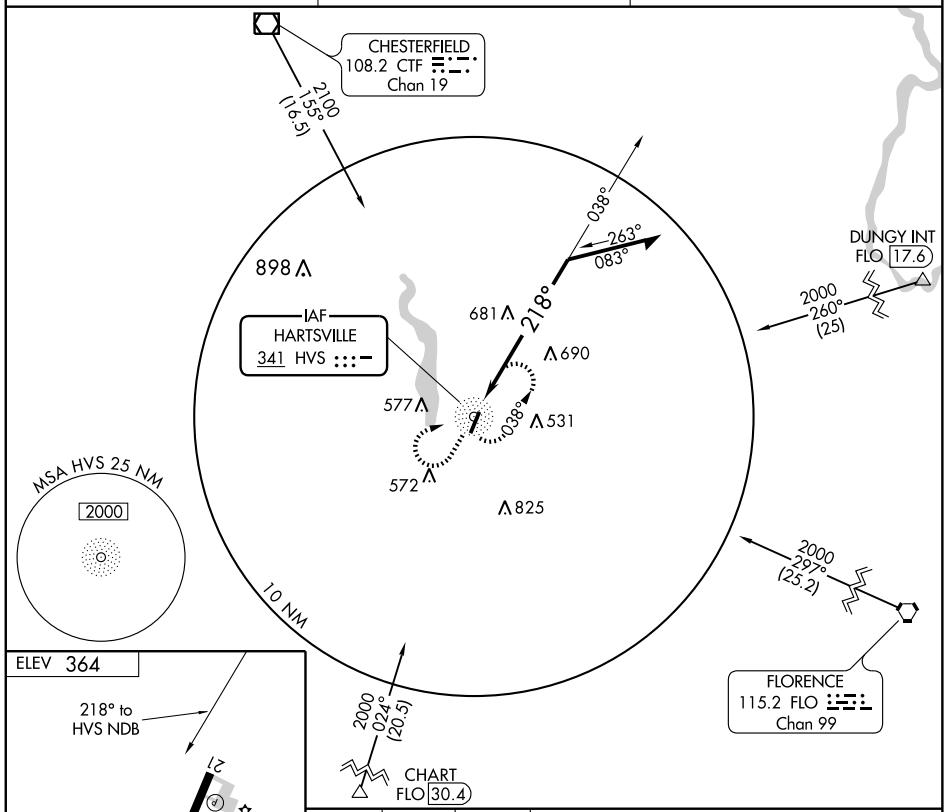
NDB RWY 21
HARTSVILLE RGNL (HVS)

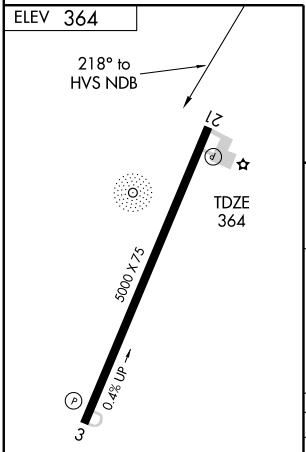
NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, increase S-21 and Circling Cats B and C visibility ¼ mile.

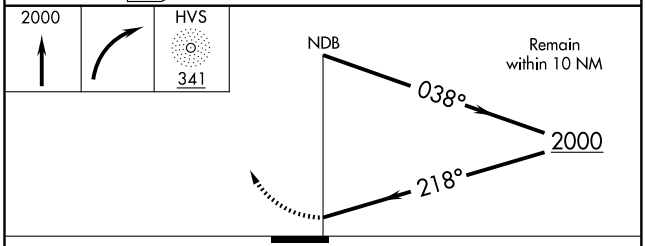
MISSED APPROACH: Climb to 2000 then right turn direct HVS NDB and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.225	125.4 285.4	122.8 (CTAF) L





MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
S-21	1040-1	676 (700-1)	1040-2 676 (700-2)	NA
CIRCLING	1040-1	676 (700-1)	1040-2 676 (700-2)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
029°	TDZE	349
	Apt Elev	364

RNAV (GPS) RWY 3
HARTSVILLE RGNL (HVS)

NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct EFDUK and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.225	125.4 285.4	122.8 (CTAF) L

CHESTERFIELD CTF

Procedure NA for arrivals at CFT VOR/DME via V155 northeast bound.

898

2100 190° (23.3)

681

690

577

531

RW03

572

825

(FAF) ICEJO

Procedure NA for arrivals on FLO VORTAC airway radials 224 CW 255.

(IAF) EFDUK

119° 299° 4 NM

2000 119° (5)

1900 029° (6.1)

FLORENCE FLO

2000 272° (22.8)

(IF) OLAWE

2000 299° (5)

(IAF) UPSIY

MSA RW03 25 NM

2000

ELEV 364

27

5000 X 75

TDZE 349

0.4% UP

3

029° to RW03

MIRL Rwy 3-21 L

VGSI and descent angles not coincident.

2000 EFDUK

OLAWE

2000

029°

ICEJO

1900

Procedure Turn NA

1.5 NM to RW02

RW03

3.04°

TCH 40

6.1 NM 3.2 NM 1.5

CATEGORY	A	B	C	D
LNAV MDA	840-1	491(500-1)	840-1¼ 491(500-1¼)	NA
CIRCLING	840-1	476 (500-1)	840-1½ 476(500-1½)	NA

SE-2. 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 21

HARTSVILLE RGNL (HVS)

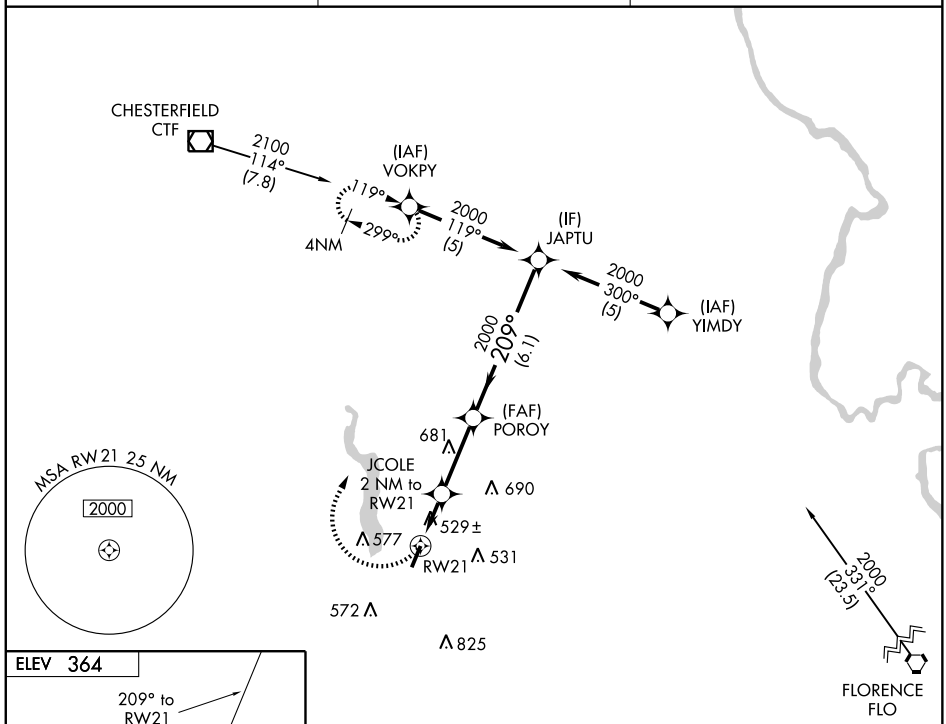
APP CRS	Rwy Idg	5000
209°	TDZE	364
	Apt Elev	364

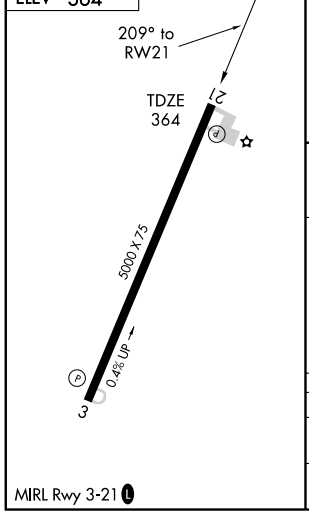
NA

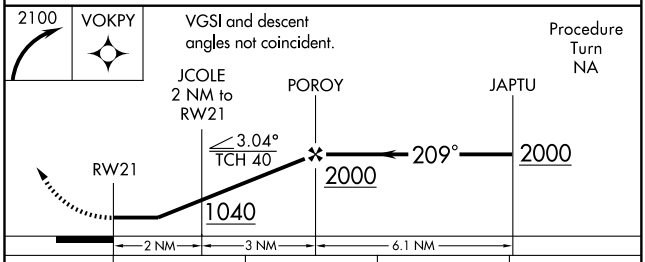
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2100 direct VOKPY and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.225	125.4 285.4	122.8 (CTAF) L



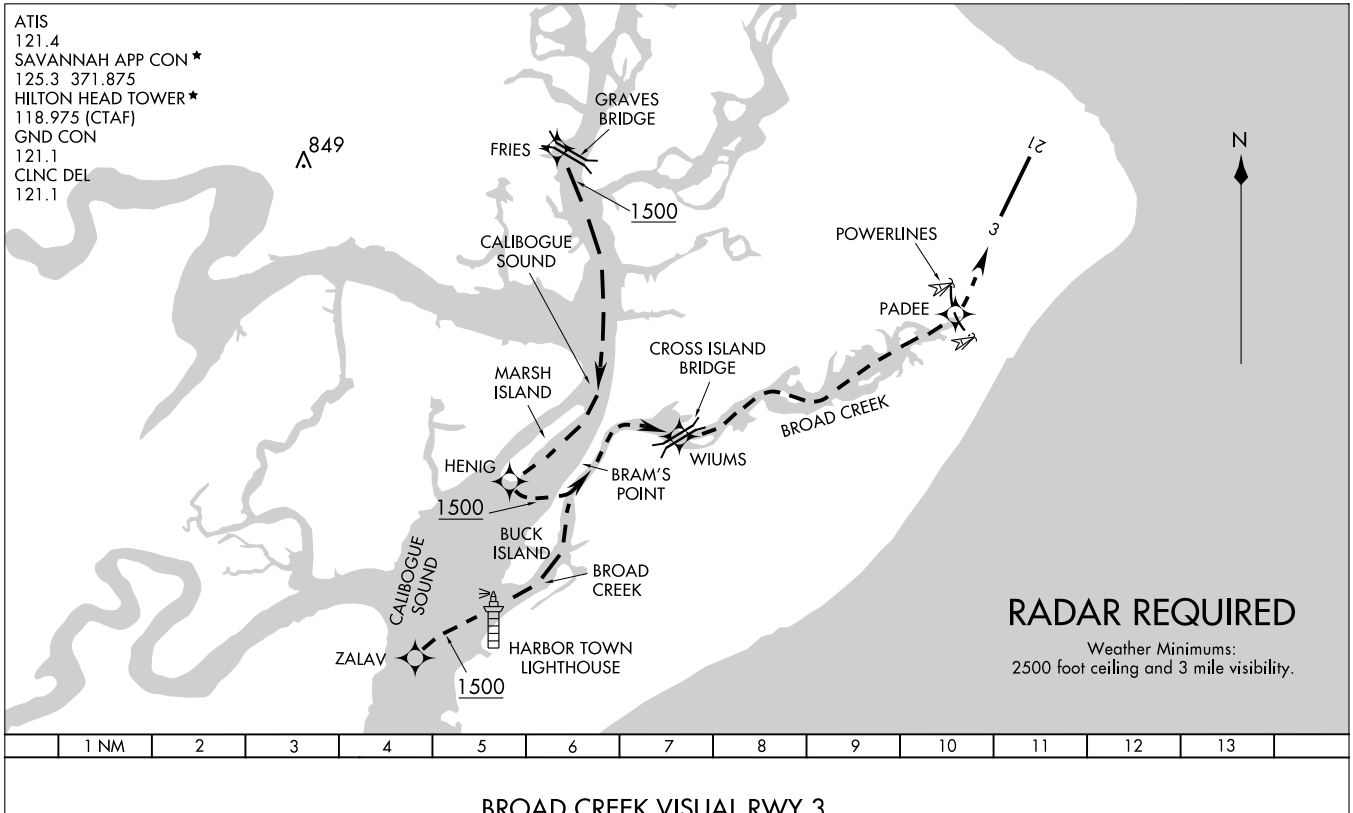




CATEGORY	A	B	C	D
LNAV MDA	780-1 416 (500-1)		780-1¼ 416 (500-1¼)	NA
CIRCLING	840-1 476 (500-1)		840-1½ 476 (500-1½)	NA

MIRL Rwy 3-21 L

SE-2, 17 DEC 2009 to 14 JAN 2010



BROAD CREEK VISUAL RWY 3

Procedure not authorized at night.
Remain over water/marshland as much as practical.

HILTON HEAD ISLAND, SOUTH CAROLINA

AL-5709 (FAA)

LOC/DME RWY 21

HILTON HEAD (HXD)

LOC/DME I-HXD	APP CRS	Rwy Idg	4000
111.3	213°	TDZE	18
Chan 50		Apt Elev	19

NA

Use Savannah altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via SAV R-085 to SELER/21.5 DME and hold.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1

RADAR REQUIRED

MSA SAV 25 NM
2600

10 NM

033°

(IAF)
FUMMA
I-HXD 11.2

1800

213°

(5)

JAAMM
I-HXD 6.2

HIBOX
I-HXD 0.8

SELER
SAV 21.5

SAVANNAH
115.95 SAV
Chan 106 (Y)

849

R-085

085°

265°

207

164

W-74

LOCALIZER 111.3
I-HXD
Chan 50

ELEV 19

213° 5.4 NM from FAF

107±

21

TDZE 18

4300 X 100

75

77

66

113±

3

88±

MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L

800	2000	SELER
	SAV R-085 115.95	SAV 21.5

Procedure Turn NA

JAAMM I-HXD 6.2

FUMMA I-HXD 11.2

HIBOX I-HXD 0.8

213°

1800

3.04°

TCH 40

5.4 NM

5 NM

CATEGORY	A	B	C	D
S-21	480-1	462 (500-1)	480-1¼ 462 (500-1¼)	480-1½ 462 (500-1½)
CIRCLING	540-1	521 (600-1)	640-1¾ 621 (700-1¾)	640-2 621 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

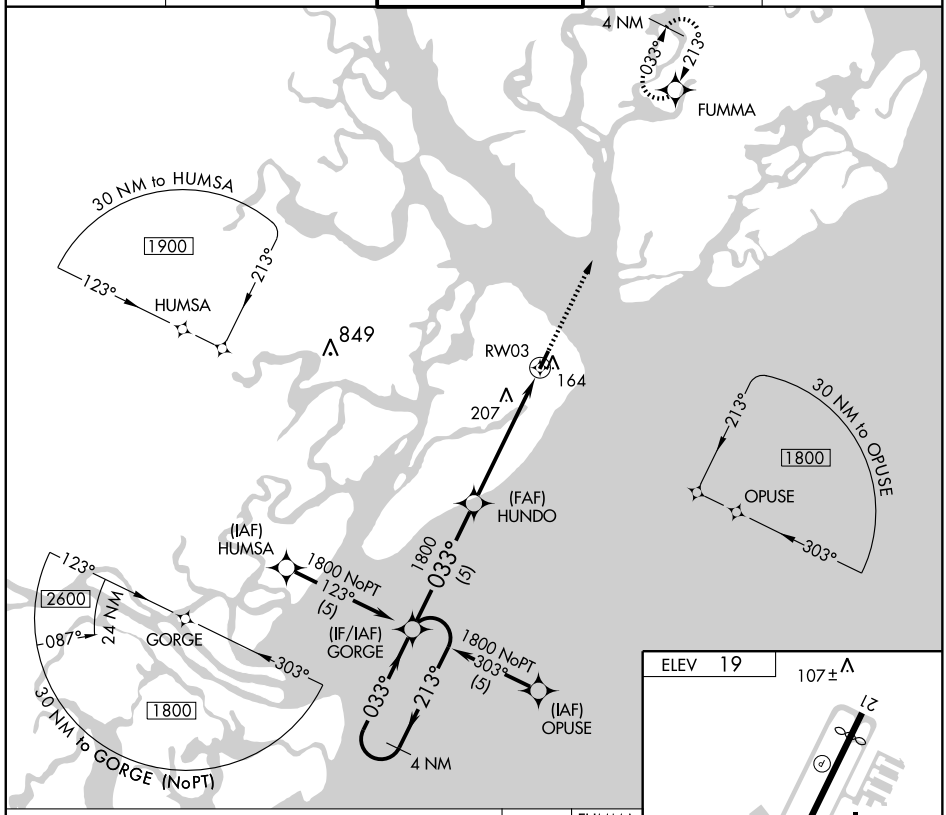
APP CRS	Rwy Idg	4001
033°	TDZE	19
	Apt Elev	19

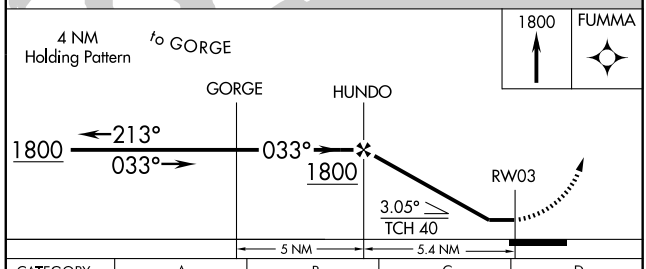
RNAV (GPS) RWY 3
HILTON HEAD (HXD)

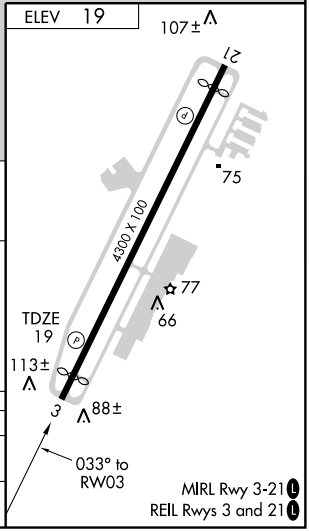
Use Savannah altimeter setting.

MISSED APPROACH: Climb to 1800 direct FUMMA WP and hold.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1







CATEGORY	A	B	C	D
LNAV MDA	540-1	521 (600-1)	540-1½ 521 (600-1½)	540-1¾ 521 (600-1¾)
CIRCLING	540-1	521 (600-1)	640-1¾ 621 (700-1¾)	640-2 621 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

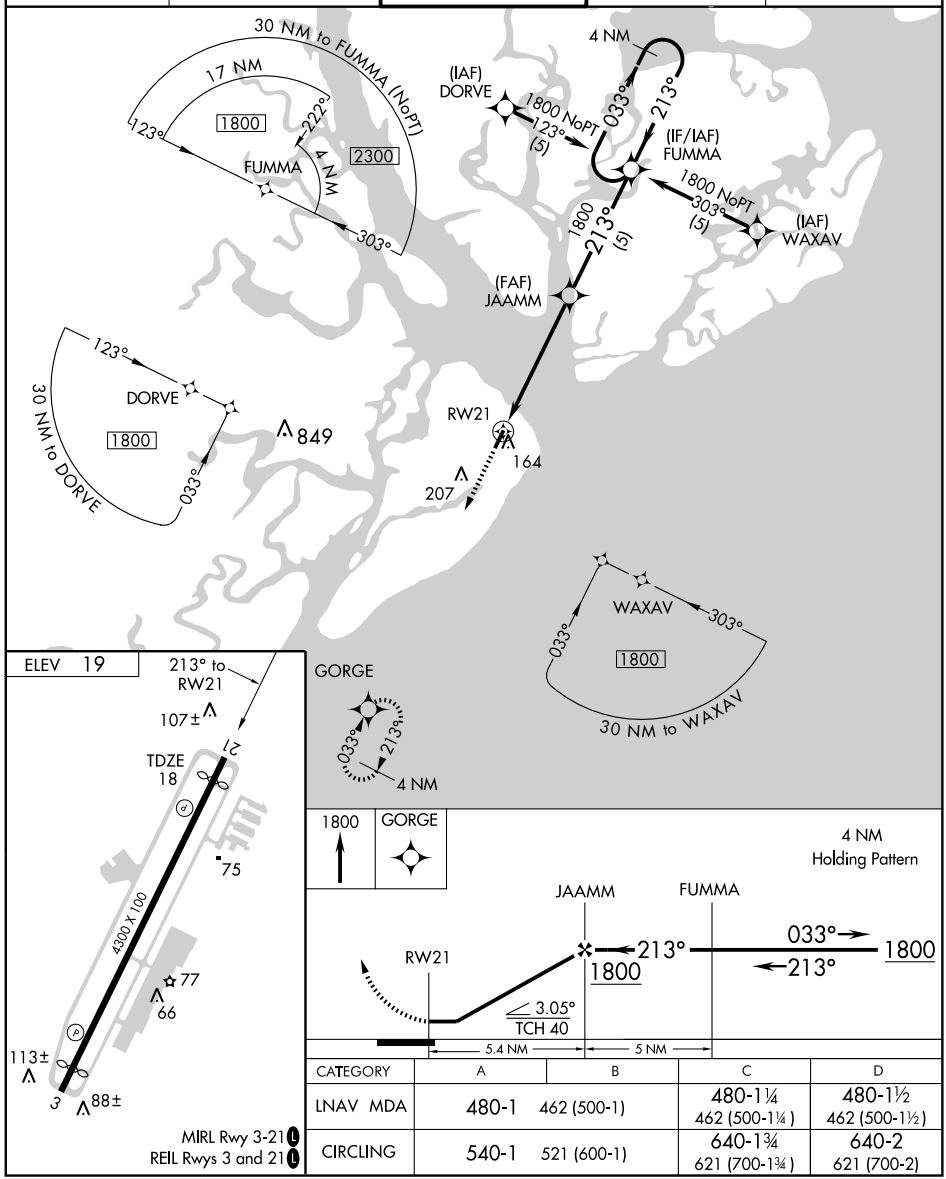
APP CRS	Rwy Idg	4000
213	TDZE	18
	Apt Elev	19

RNAV (GPS) RWY 21
HILTON HEAD (HXD)

Use Savannah altimeter setting.

MISSED APPROACH: Climb to 1800 direct GORGE WP and hold.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1



MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

CATEGORY	A	B	C	D
LNAV MDA	480-1	462 (500-1)	480-1¼ 462 (500-1¼)	480-1½ 462 (500-1½)
CIRCLING	540-1	521 (600-1)	640-1¾ 621 (700-1¾)	640-2 621 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC SAV	APP CRS	Rwy Idg	N/A
115.95	085°	TDZE	N/A
Chan 106 (Y)		Apt Elev	19

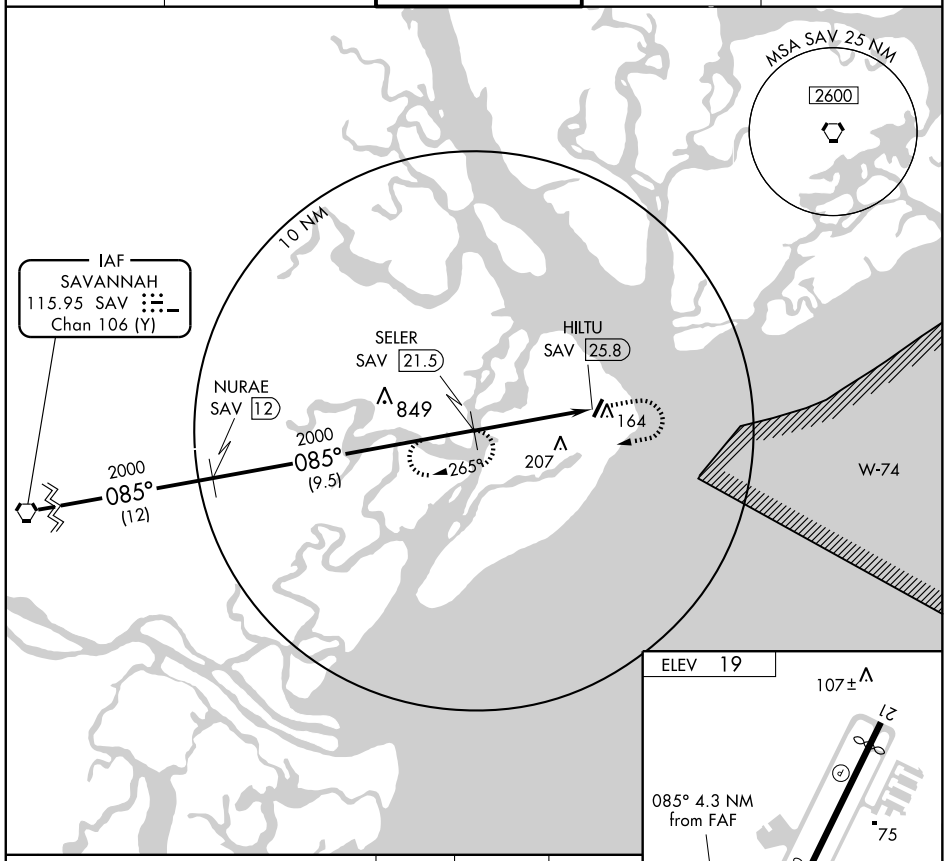
VOR/DME-A
HILTON HEAD (HXD)

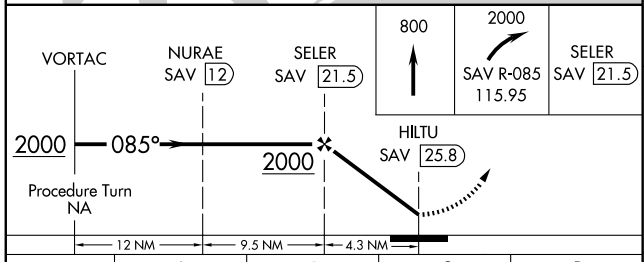
NA

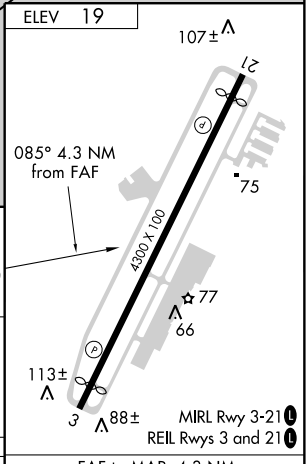
Use Savannah altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct SELER/21.5 DME and hold.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1







CATEGORY	A	B	C	D
CIRCLING	800-1 781 (800-1)	800-1¼ 781 (800-1¼)	800-2¼ 781 (800-2¼)	800-2½ 781 (800-2½)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB CKI 404	APP CRS 133°	Rwy Idg 5000 TDZE 66 Apt Elev 67

NDB RWY 14

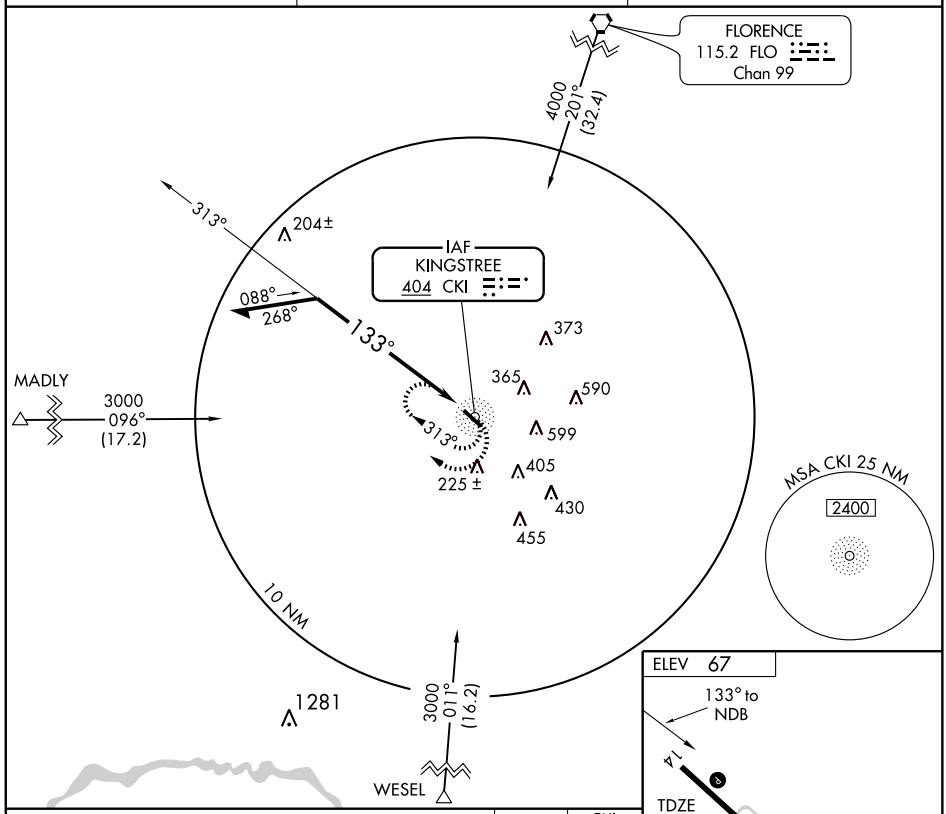
KINGSTREE/WILLIAMSBURG RGNL (CKI)

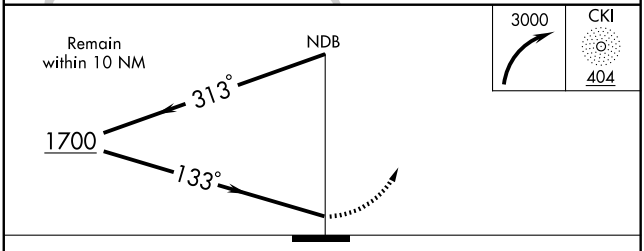
▼ NA

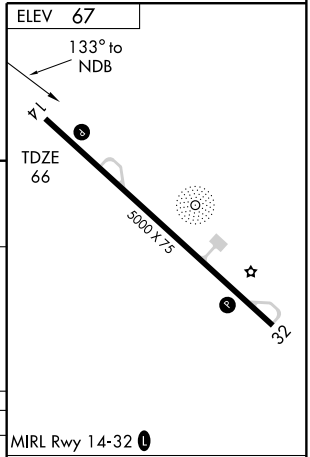
If local altimeter setting not received, use Florence Rgnl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3000 in CKI NDB holding pattern.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
124.775	127.4 257.95	122.7 (CTAF) L







MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	700-1	634 (700-1)	700-1¾ 634 (700-1¾)	700-2 634 (700-2)
CIRCLING	700-1	633 (700-1)	700-1¾ 633 (700-1¾)	1020-3 953 (1000-3)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

KINGSTREE, SOUTH CAROLINA AL-6221 (FAA)

APP CRS	Rwy Idg	5000
318°	TDZE	67
	Apt Elev	67

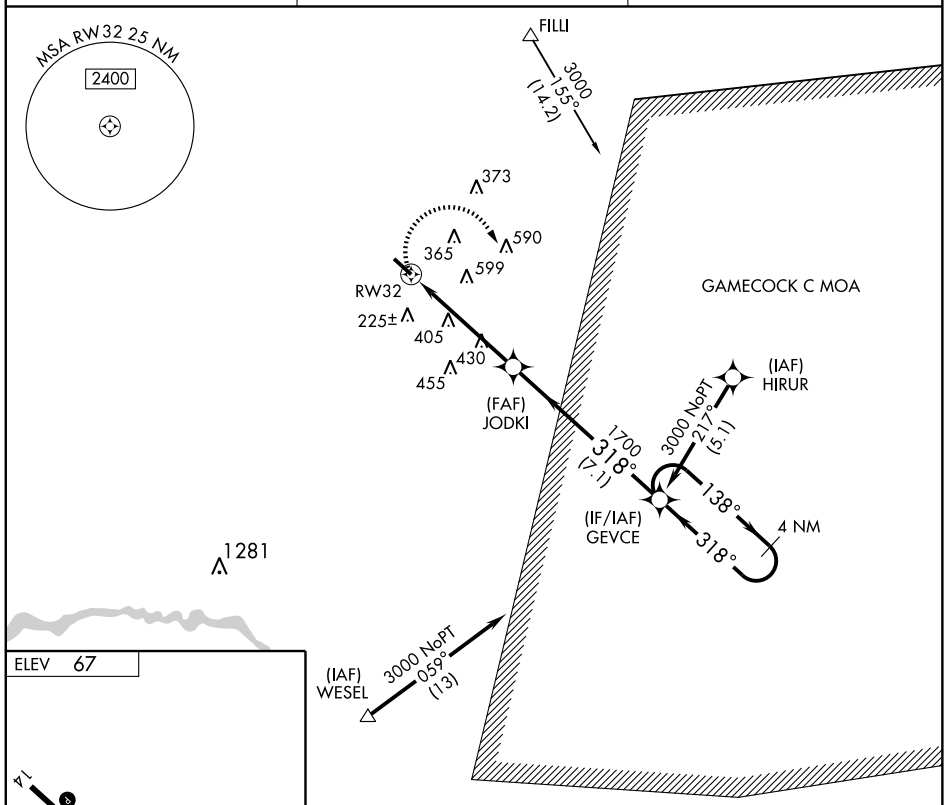
RNAV (GPS) RWY 32

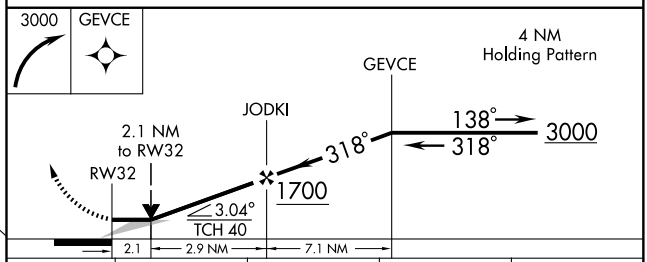
KINGSTREE/WILLIAMSBURG RGNL (CKI)

If local altimeter setting not received, use Florence Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Florence Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct GEVCE and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
124.775	127.4 257.95	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	760-1	693 (700-1)	760-2 693 (700-2)	760-2¼ 693 (700-2¼)
CIRCLING	760-1	693 (700-1)	760-2 693 (700-2)	1020-3 953 (1000-3)

MIRL Rwy 14-32 L

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3700
012°	TDZE	80
	Apt Elev	80

RNAV (GPS) RWY 1

LAKE CITY MUNI C J EVANS FIELD (51J)

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Use Kingstree altimeter setting; if not received, use Florence altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct INECA and hold.

WILLIAMSBURG RGNL AWOS-3	FLORENCE APP CON *	CTAF
124.775	135.25 316.15	122.9 L

MISSED APCH FIX
4 NM 012° 192°
INECA

490 491 393 RW01 376 274 269 378

UTIKE
3 NM to RW01

(FAF)
KIVPE

1700
012° (6.1)

30 NM to LOYCI
2300
20 NM to LOYCI
2000
LOYCI
102° 192°

30 NM to ONVAE
2000
ONVAE
192° 282°

GAMECOCK D MOA

(IAF)
LOYCI

2000 NoPT
102°
(5)

(IF/IAF)
YUBUD

(IAF)
ONVAE

GAMECOCK C MOA

YUBUD
102° 282°
10 NM
036°
2300
2000
30 NM to YUBUD (NoPT)

012° 192°

2000 NoPT
282°(5)

GAMECOCK B MOA

4 NM

1281

ELEV 80
6 l
144
3700 X 75
TDZE
80
012° to RW01
MIRL Rwy 1-19 L

4 NM
Holding Pattern

VGSI and descent angles not coincident.

2000 INECA

YUBUD
KIVPE
UTIKE
3 NM to RW01
2000
192°
012°
012°
3.04°
TCH 40
1700
1060
RW01
6.1 NM
1.9 NM
3 NM

CATEGORY	A	B	C	D
LNAV MDA	560-1	480 (500-1)	560-1¼ 480 (500-1¼)	NA
CIRCLING	660-1	580 (600-1)	880-2¼ 800 (800-2¼)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

LAKE CITY, SOUTH CAROLINA AL-6914 (FAA)

APP CRS	Rwy Idg	3700
192°	TDZE	80
	Apt Elev	80

RNAV (GPS) RWY 19

LAKE CITY MUNI C J EVANS FIELD(51J)

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Use Kingstree altimeter setting; if not received, use Florence altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 2000 direct YUBUD and hold.

WILLIAMSBURG RGNL AWOS-3	FLORENCE APP CON *	CTAF
124.775	135.25 316.15	122.9 L

30 NM TO INECA (NoPT)
2000
223°
25 NM
3100
INECA
102°
282°

4 NM
012°
192°
(IAF)
NUYIP
(IF/IAF)
INECA
2000 NoPT
282°
(5)
(IAF)
JUMEG
2000 NoPT
102°(5)
1700
192°
(6.1)

102°
NUYIP
2000
20 NM
2300
30 NM to NUYIP
012°
615

(FAF)
HOSGI
490
491
RW19
393
376
274
269

282°
JUMEG
2000
012°
30 NM to JUMEG

GAMECOCK D MOA
GAMECOCK C MOA

ELEV 80
192° to RW19
TDZE 80
6
144
3700 X 75
1
MIRL Rwy 1-19 L

MISSED APCH FIX
YUBUD
012°
192°
4 NM

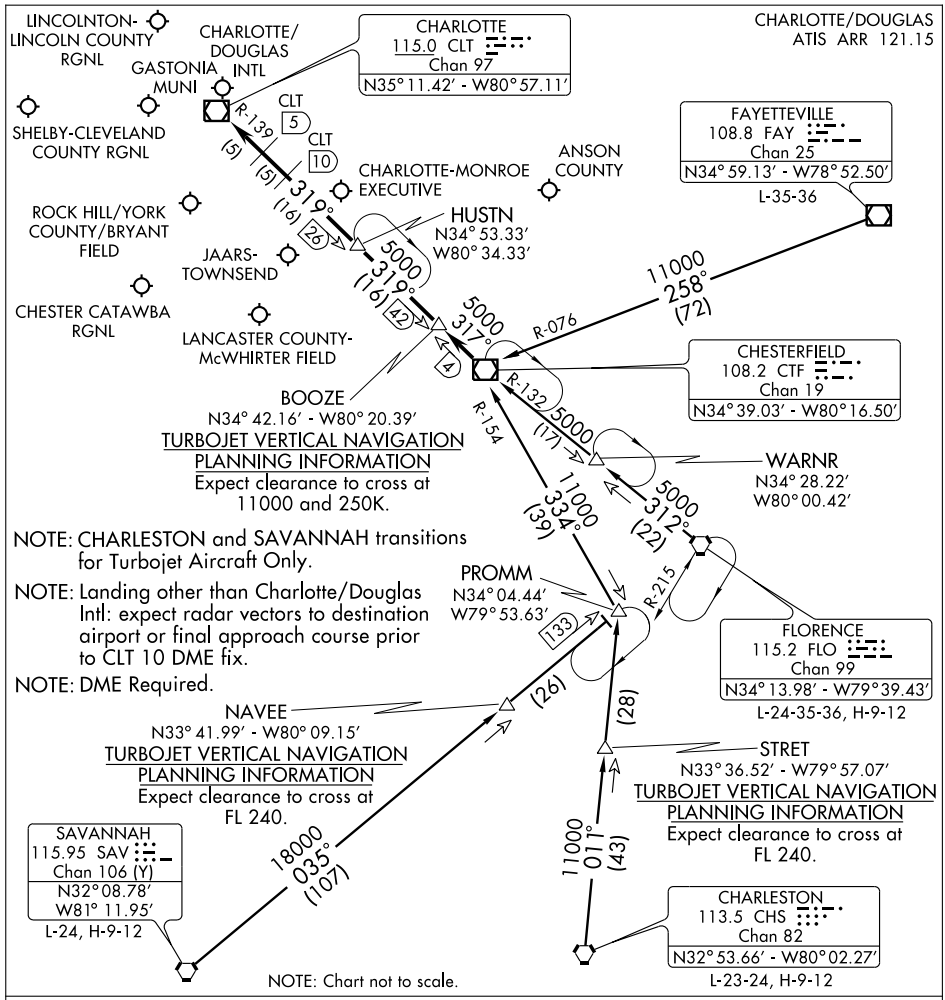
2000
YUBUD
VGSI and descent angles not coincident.
4 NM Holding Pattern
INECA
HOSGI
012°
2000
192°
192°
RW19
3.04°
TCH 40
1700
4.9 NM
6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	820-1 740 (800-1)		820-2 740 (800-2)	NA
CIRCLING	820-1 740 (800-1)		880-2¼ 800 (800-2¼)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

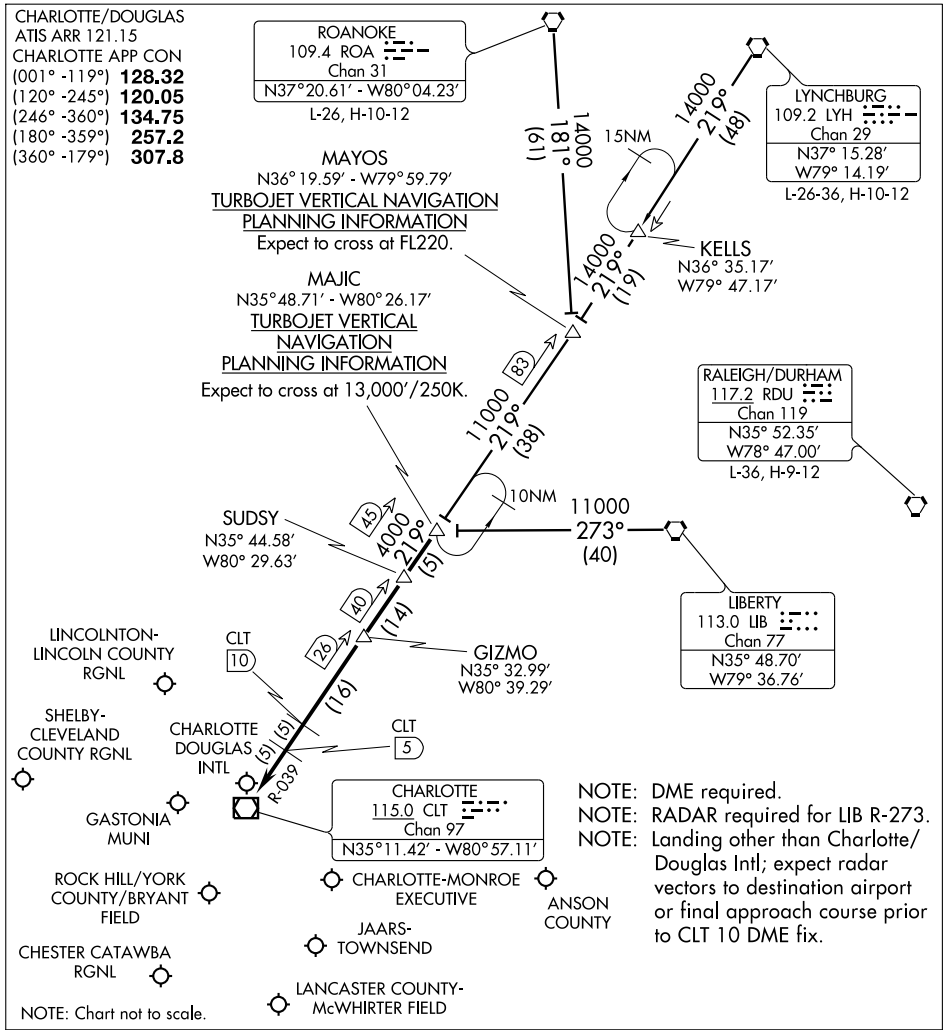
(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 17 DEC 2009 to 14 JAN 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB LKR 400	APP CRS 251°	Rwy Idg 6004 / TDZE 486 / Apt Elev 486

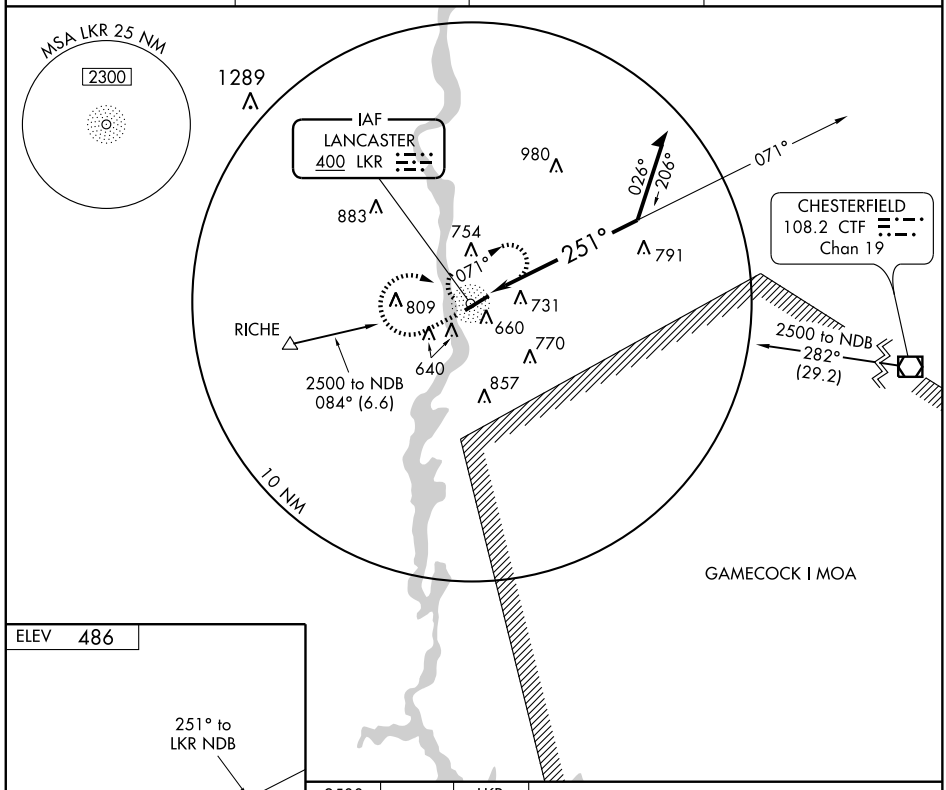
NDB RWY 24

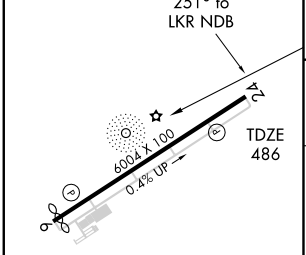
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

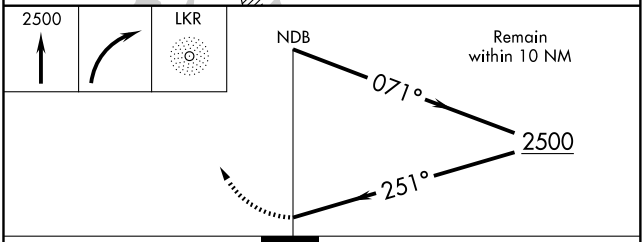
When VGSI inoperative, Straight-in/Circling Rwy 24 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 80 feet, and increase S-24 Cats B, C, and D and Circling Cats B, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 then right turn direct LKR NDB and hold.

AWOS-3	CHARLOTTE APP CON	GCO	UNICOM
120.825	120.05 307.8	121.725	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-24	1160-1 674 (700-1)		1160-2 674 (700-2)	1160-2¼ 674 (700-2¼)
CIRCLING	1160-1 674 (700-1)		1160-2 674 (700-2)	1160-2¼ 674 (700-2¼)

MIRL Rwy 6-24 L

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH **86816**	**065°**	Rwy Idg	**5899**
W06A		TDZE	**470**
		Apt Elev	**486**

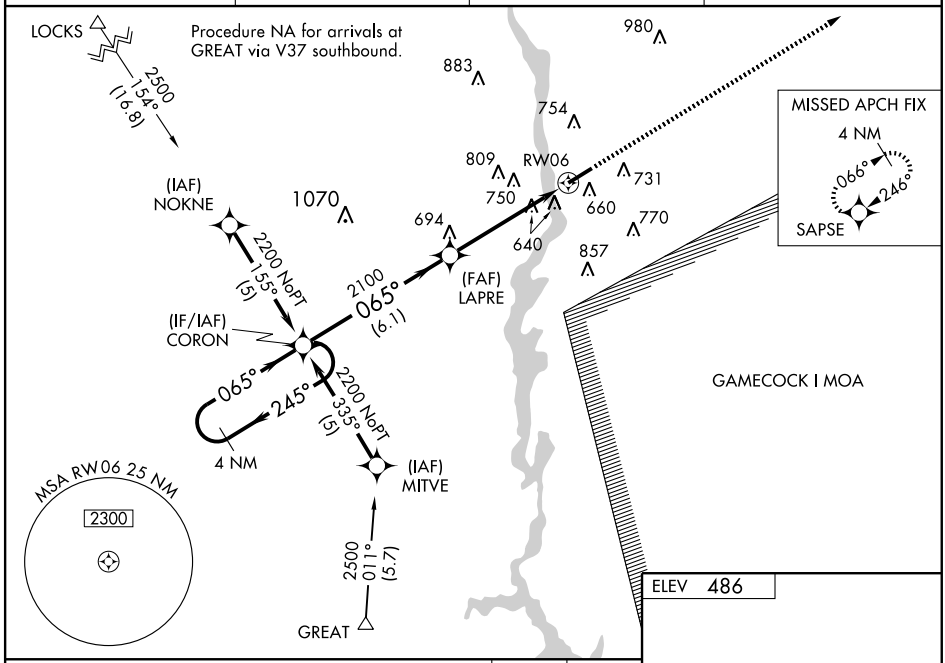
RNAV (GPS) RWY 6

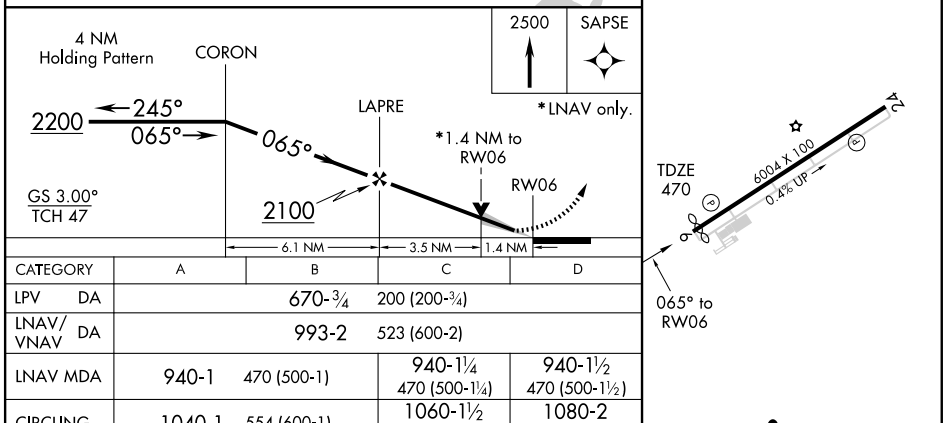
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

When VGSI inoperative, Circling Rwy 24 NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase LPV DA 69 feet, LNAV/VNAV DA 98 feet and all MDA 80 feet, and increase LPV, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibilities ¼ mile. VDP NA when using Rock Hill altimeter setting.

MISSED APPROACH: Climb to 2500 direct SAPSE and hold.

AWOS-3	CHARLOTTE APP CON	GCO	UNICOM
120.825	**120.05 307.8**	**121.725**	**122.725** (CTAF) L





CATEGORY	A	B	C	D
LPV DA		670-¾ 200 (200-¾)		
LNAV/VNAV DA		993-2 523 (600-2)		
LNAV MDA	940-1 470 (500-1)		940-1¼ 470 (500-1¼)	940-1½ 470 (500-1½)
CIRCLING	1040-1 554 (600-1)		1060-1½ 574 (600-1½)	1080-2 594 (600-2)

MIRL Rwy 6-24 L

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS CH 70416 W24A	APP CRS 246°	Rwy Idg 6004 / TDZE 486 / Apt Elev 486

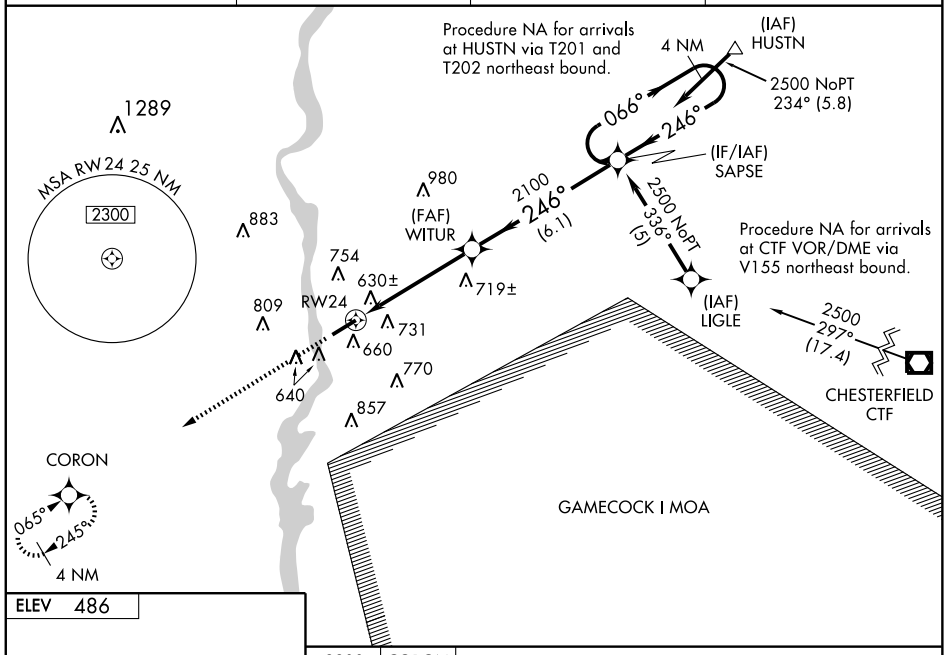
RNAV (GPS) RWY 24

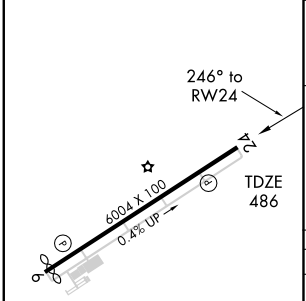
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

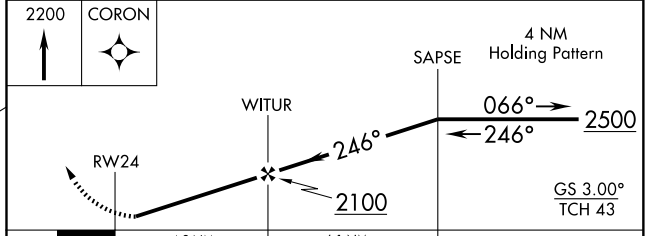
When VGSI inoperative Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2200 direct CORON and hold.

AWOS-3	CHARLOTTE APP CON	GCO	UNICOM
120.825	120.05 307.8	121.725	122.725 (CTAF) L

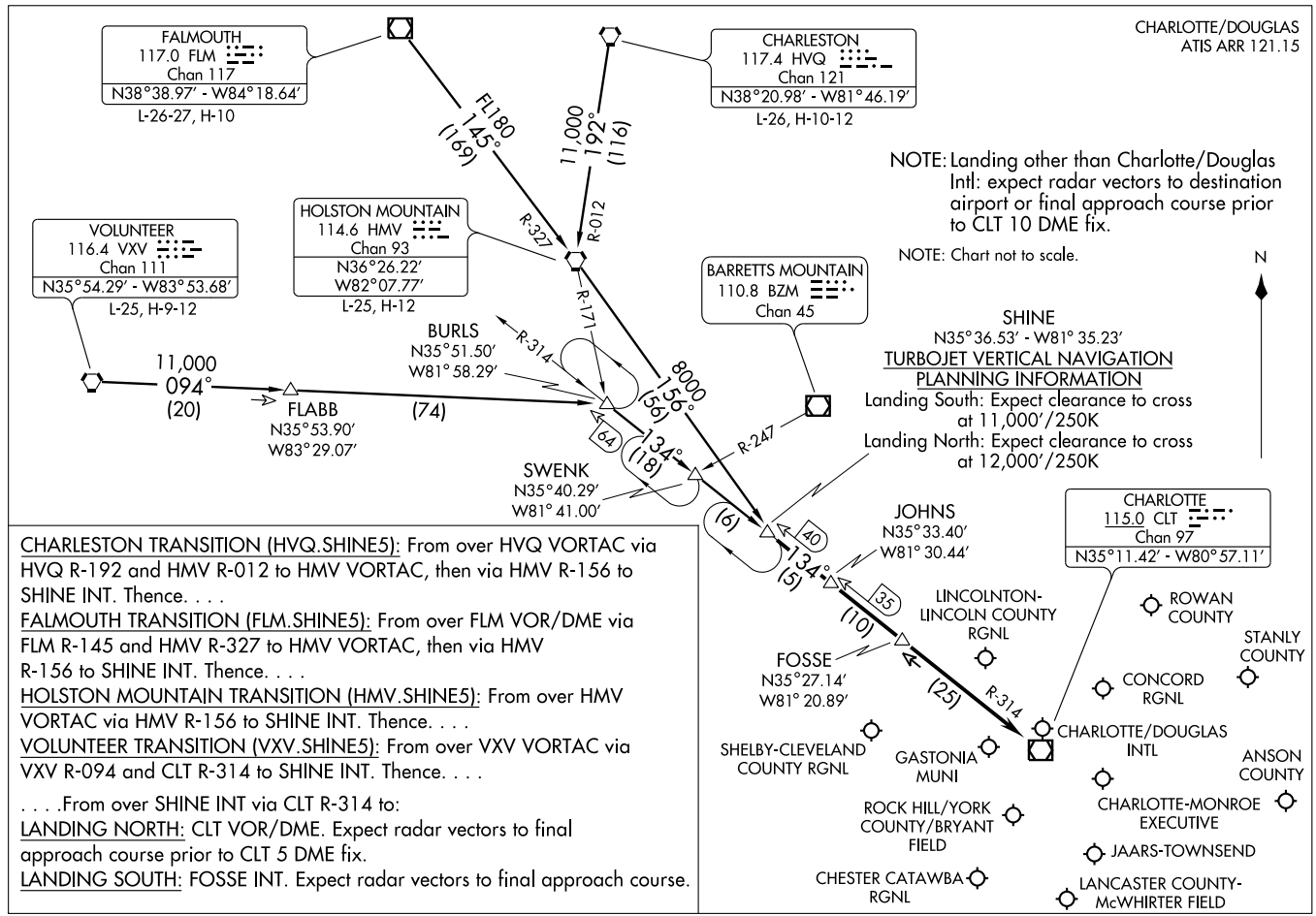






CATEGORY	A	B	C	D
LPV DA	736-1 250 (300-1)			
LNAV/VNAV DA	1017-2 531 (600-2)			
LNAV MDA	960-1 474 (500-1)		960-1¼ 474 (500-1¼)	960-1½ 474 (500-1½)
CIRCLING	1040-1 554 (600-1)		1060-1½ 574 (600-1½)	1080-2 594 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

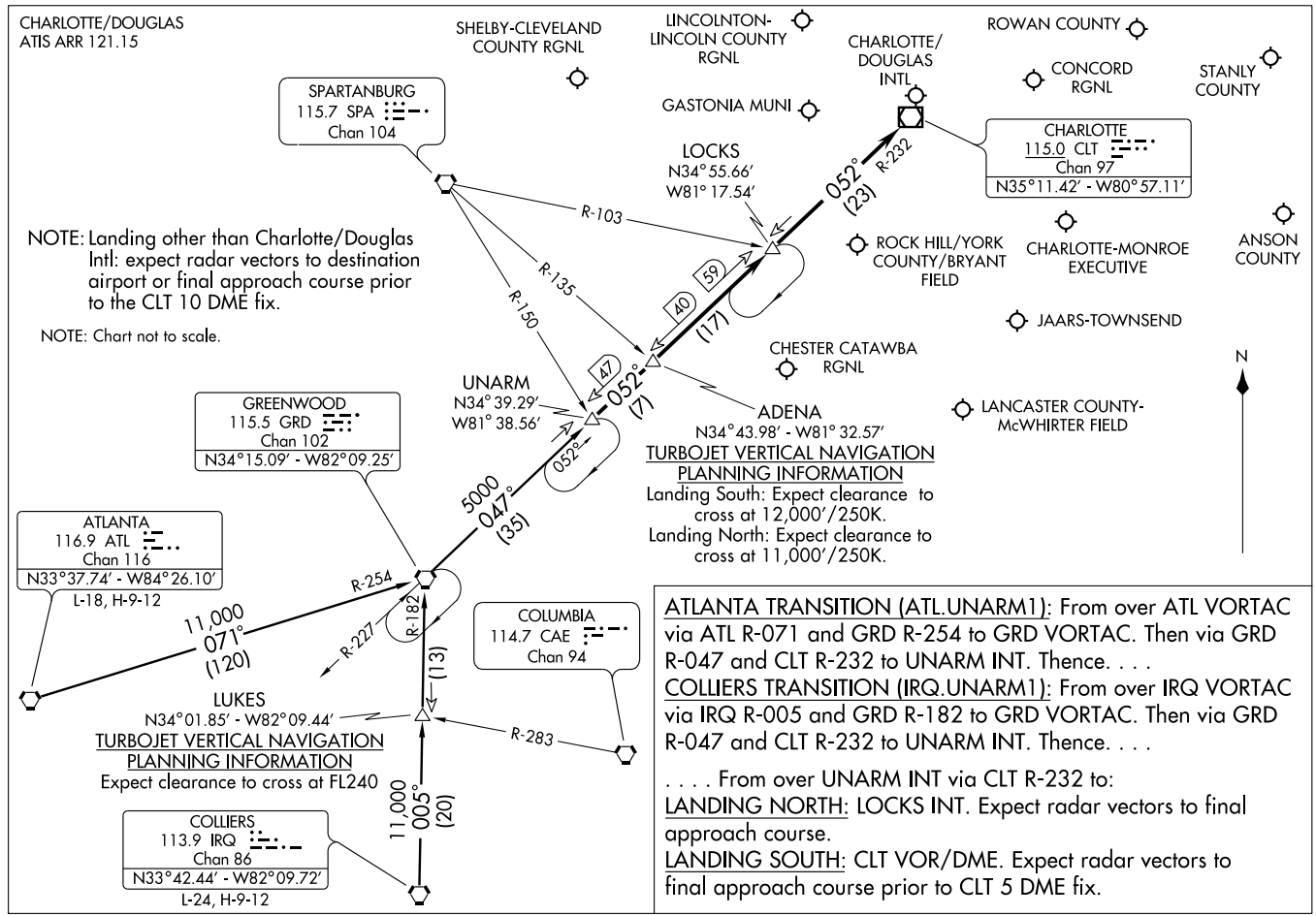
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

VOR/DME CLT	APP CRS	Rwy Idg	N/A
115.0	175°	TDZE	N/A
Chan 97		Apt Elev	486

VOR/DME-A

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

When VGSI inoperative, Circling Rwy 24 NA at night. When local altimeter setting not received, use Rock Hill altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CLT VOR/DME R-175 to TOCPO/CLT 24 DME and hold, continue climb-in-hold to 3000.

AWOS-3	CHARLOTTE APP CON	GCO	UNICOM
120.825	120.05 307.8	121.725	122.725 (CTAF)

CHARLOTTE
115.0 CLT
Chan 97

MSA CLT 29 NM
3800
090° 270°
3100

4000
175°
(13)
R-175
(IAF)
IKECE
CLT 13
3200
175°
(5)
10 NM
(IF)
OCERU
CLT 18
2300
175°
(6)
1289
355°
TOCPO
CLT 24
980
883
780 ±
UDACU
CLT 28.2
754
809
731
660
640 640
770
857
GAMECOCK I MOA

ELEV 486
175° 4.2 NM from FAF
6004 X 100
0.4% UP
24

Procedure Turn NA
OCERU
CLT 18
3200
175°
2300
TOCPO
CLT 24
UDACU
CLT 28.2
6 NM
4.2 NM

1500	3000	TOCPO CLT 24
↑	CLT R-175	

CATEGORY	A	B	C	D
CIRCLING	1340-1 854 (900-1)	1340-1¼ 854 (900-1¼)	1340-2½ 854 (900-2½)	1340-2¾ 854 (900-2¾)

MIRL Rwy 6-24

SE-2. 17 DEC 2009 to 14 JAN 2010

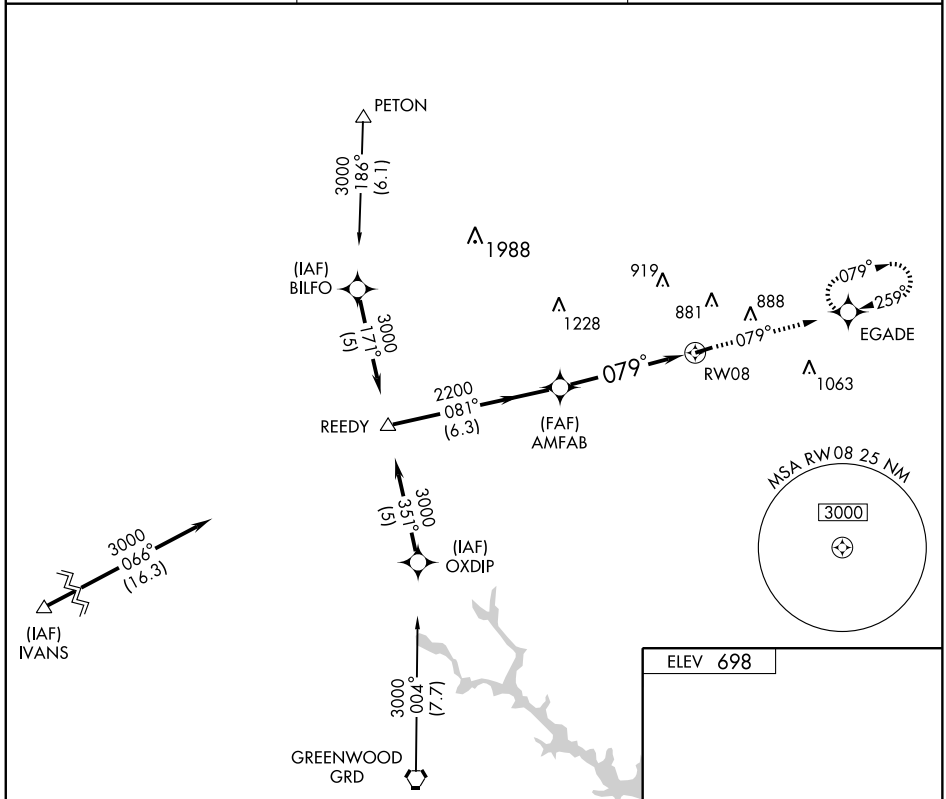
APP CRS	Rwy Idg	3898
079°	TDZE	698
	Apt Elev	698

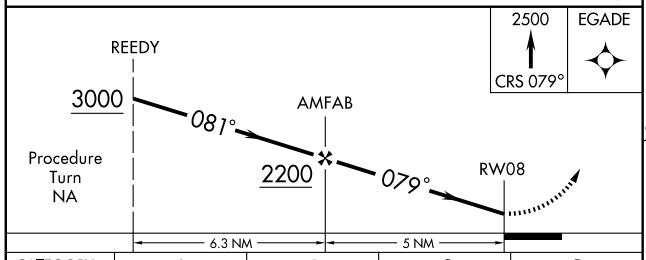
GPS RWY 8
LAURENS COUNTY (LUX)

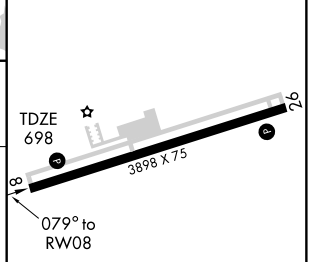
NA — Use Greer altimeter setting.

MISSED APPROACH: Climb to 2500 via 079° course to EGADE WP and hold.

AWOS-3	GREER APP CON ★	UNICOM
123.975	120.6 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-8	1240-1	542 (600-1)	1240-1½ 542 (600-1½)	NA
CIRCLING	1340-1	642 (700-1)	1340-1¾ 642 (700-1¾)	NA

MIRL Rwy 8-26 L

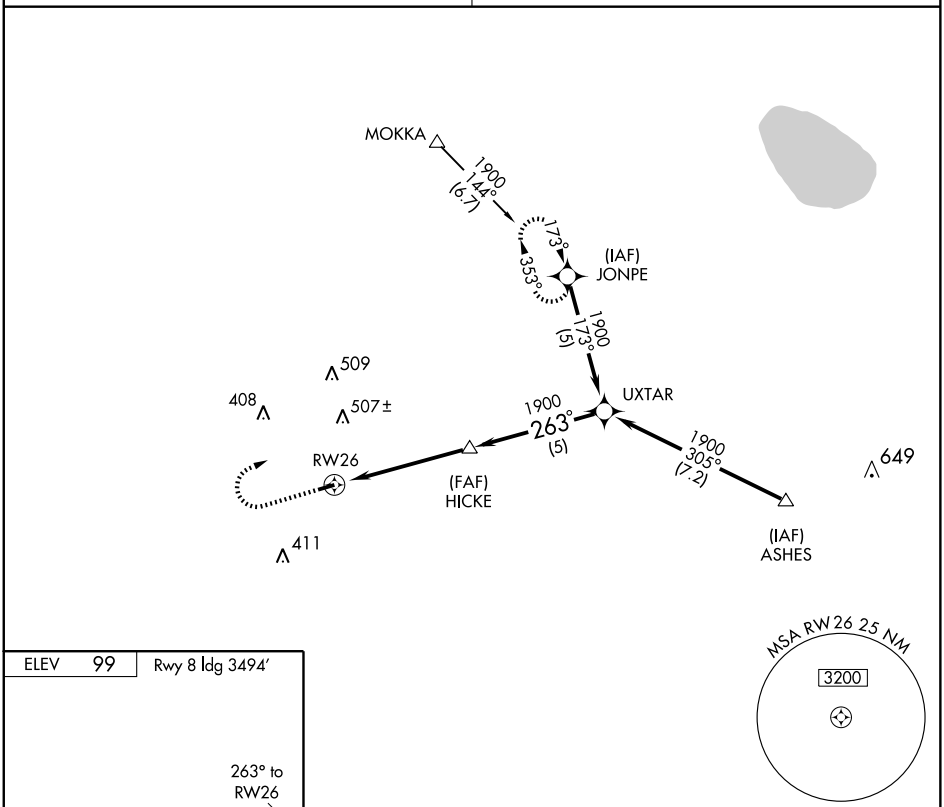
SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3501
263°	TDZE	99
	Apt Elev	99

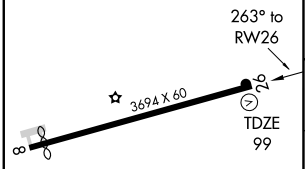
GPS RWY 26

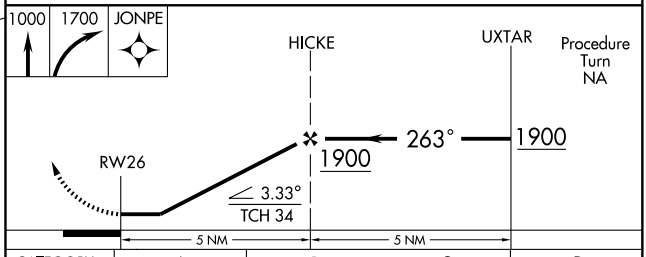
LORIS/ TWIN CITY (5J9)

NA	Use Myrtle Beach Intl altimeter setting.	MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct JONPE WP and hold.
MYRTLE BEACH APP CON ★ 119.2 350.3		CTAF 122.9



ELEV 99 | Rwy 8 Idg 3494'





CATEGORY	A	B	C	D
S-26	540-1 441 (500-1)		NA	
CIRCLING	600-1 501 (600-1)		NA	

LIRL Rwy 8-26

SE-2, 17 DEC 2009 to 14 JAN 2010

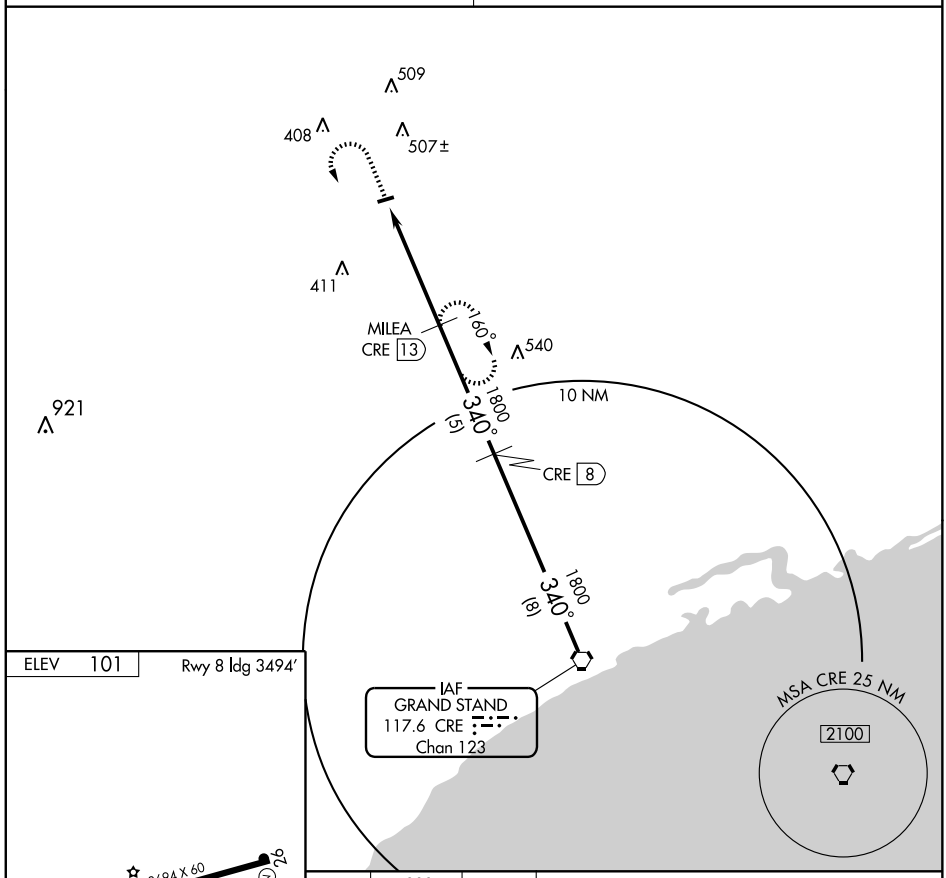
LORIS, SOUTH CAROLINA AL-6525 (FAA)

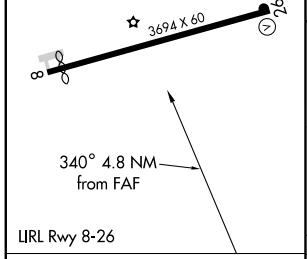
VORTAC CRE 117.6 Chan 123	APP CRS 340°	Rwy Idg N/A TDZE N/A Apt Elev 101

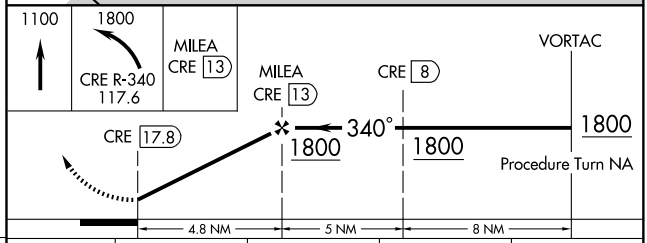
VOR/DME-A

LORIS/ TWIN CITY (5J9)

NA Use Myrtle Beach Intl altimeter setting.	MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 via CRE R-340 to MILEA and hold.
MYRTLE BEACH APP CON ★ 119.2 350.3	CTAF 122.9







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	600-1 499 (500-1)		NA	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB MNI	APP CRS	Rwy Idg	3602
381	026°	TDZE	102
		Apt Elev	104

NDB or GPS RWY 2

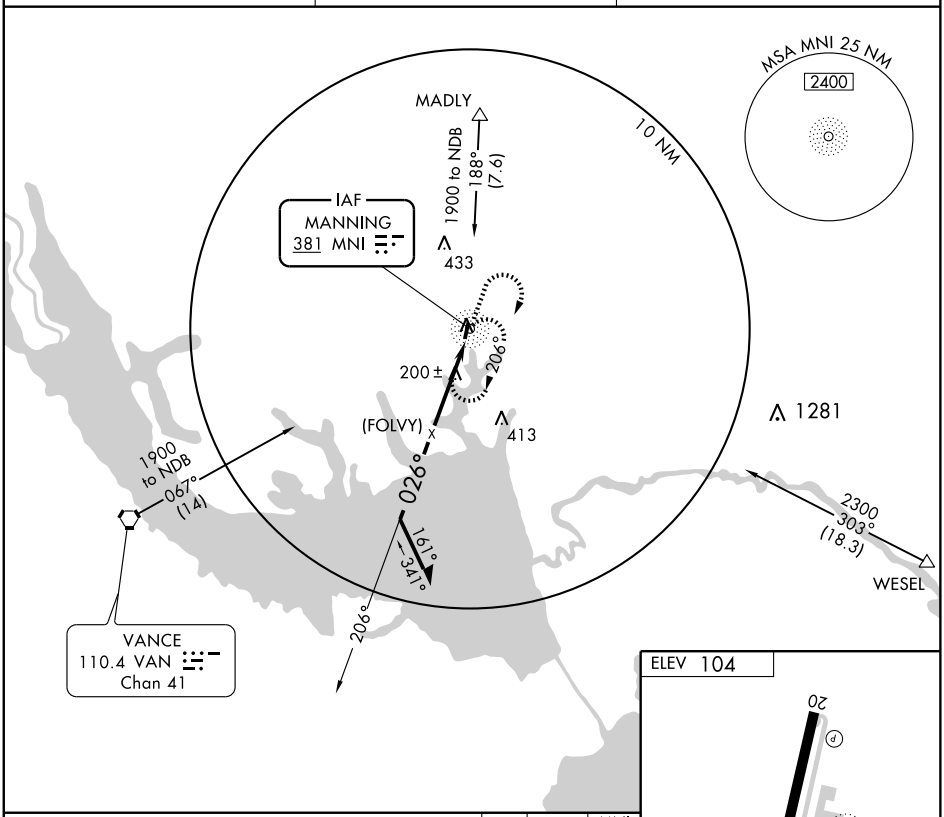
MANNING/SANTEE COOPER RGNL (MNI)

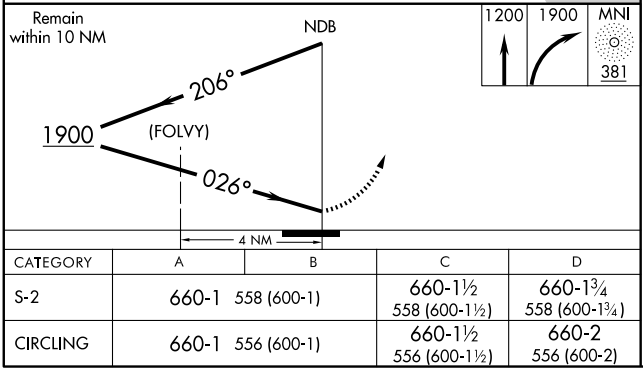
NA

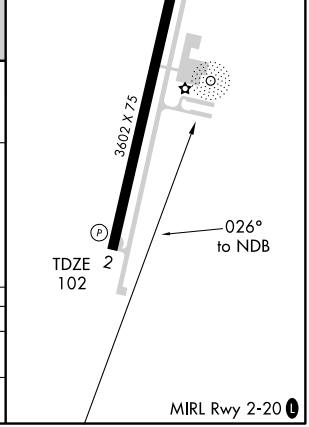
Use Florence altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct MNI NDB and hold.

AWOS-3	SHAW APP CON★	UNICOM
120.175	125.4 285.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	660-1 558 (600-1)		660-1½ 558 (600-1½)	660-1¾ 558 (600-1¾)
CIRCLING	660-1 556 (600-1)		660-1½ 556 (600-1½)	660-2 556 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC VAN 110.4 Chan 41	APP CRS 067°	Rwy Idg N/A TDZE N/A Apt Elev 104

VOR/DME or GPS-A

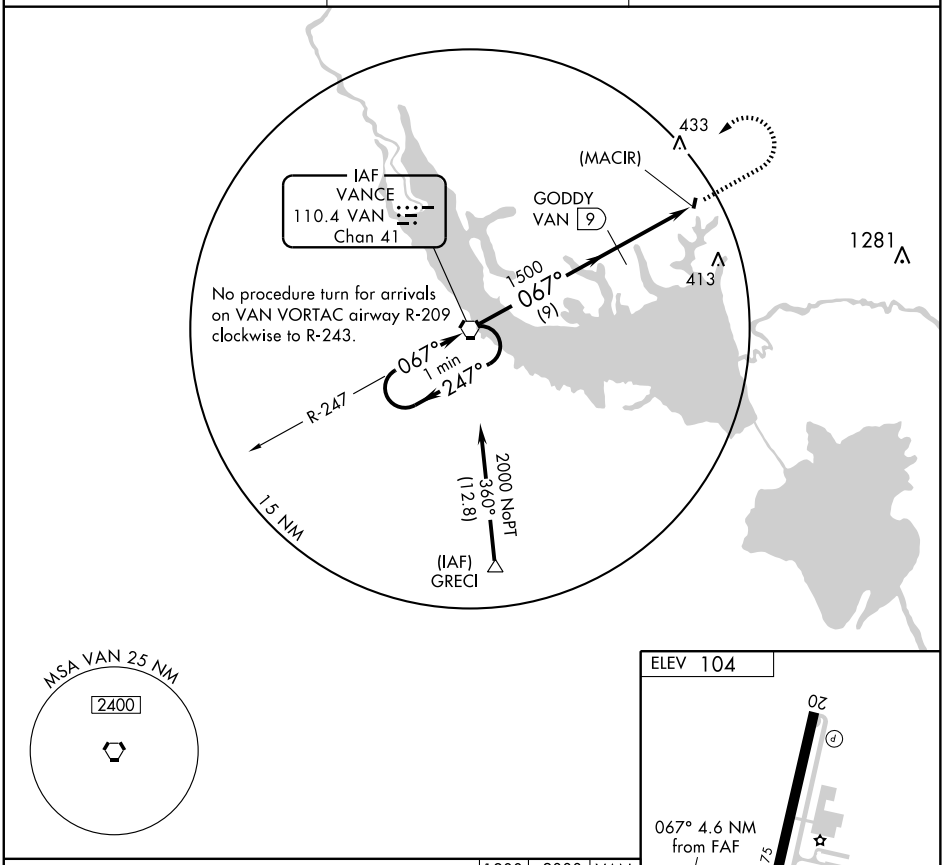
MANNING/SANTEE COOPER RGNL (MNI)

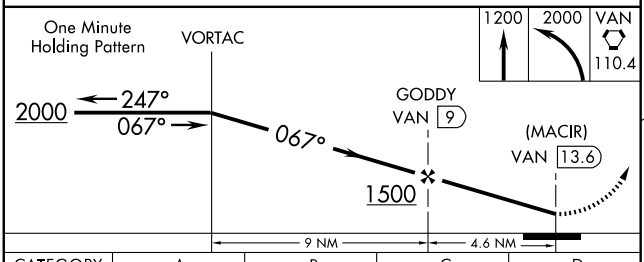
NA

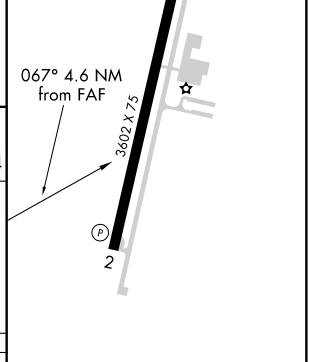
Use Florence altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct VAN VORTAC and hold.

AWOS-3	SHAW APP CON ★	UNICOM
120.175	125.4 285.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	660-1 556 (600-1)		660-1½ 556 (600-1½)	660-2 556 (600-2)

MIRL Rwy 2-20 L

SE-2. 17 DEC 2009 to 14 JAN 2010

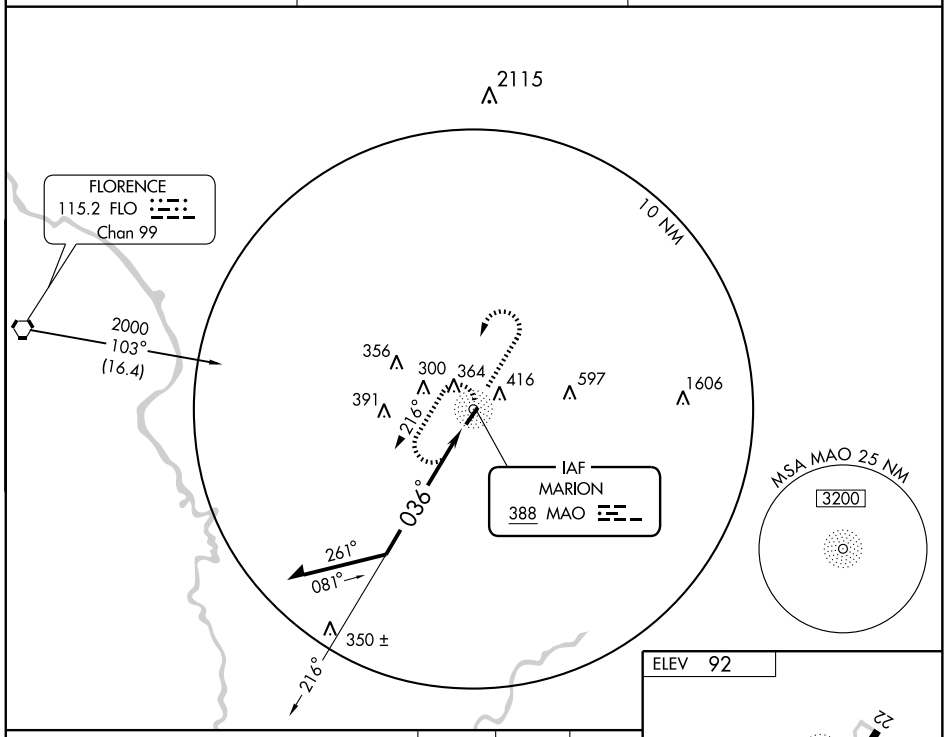
NDB MAO	APP CRS	Rwy Idg	4503
388	036°	TDZE	92
		Apt Elev	92

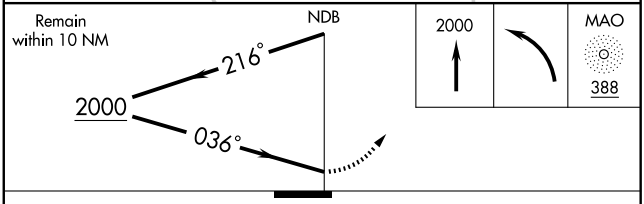
NDB RWY 4
MARION COUNTY (MAO)

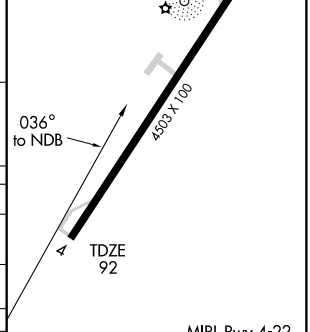
Obtain local altimeter setting on CTAF; when not received, use Florence altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct MAO NDB and hold.

AWOS-3	FLORENCE APP CON *	UNICOM
119.875	135.25 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
S-4	760-1	668 (700-1)	760-1¾ 668 (700-1¾)	760-2 668 (700-2)
CIRCLING	780-1	688 (700-1)	780-2 688 (700-2)	780-2¼ 688 (700-2¼)
FLORENCE ALTIMETER SETTING MINIMUMS				
S-4	820-1	728 (800-1)	820-2 728 (800-2)	820-2¼ 728 (800-2¼)
CIRCLING	820-1	728 (800-1)	820-2 728 (800-2)	820-2¼ 728 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

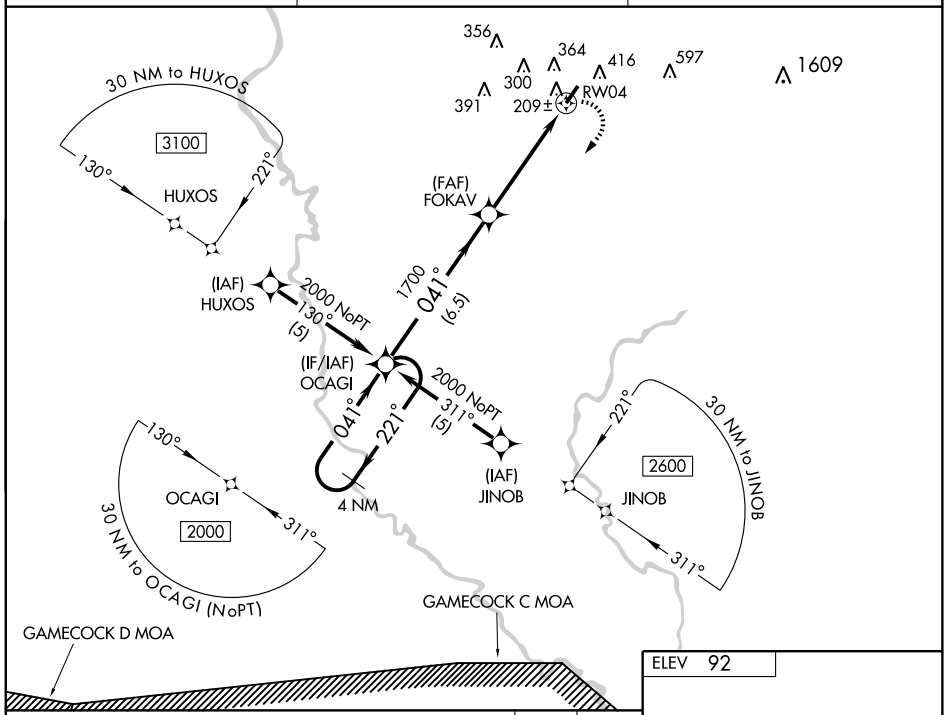
APP CRS	Rwy Idg	4503
041°	TDZE	92
	Apt Elev	92

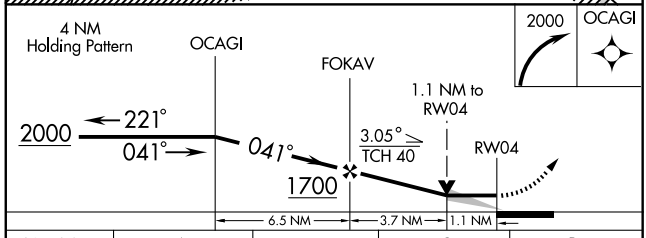
RNAV (GPS) RWY 4
MARION COUNTY (MAO)

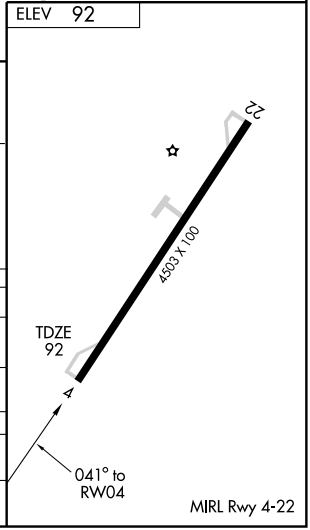
▼ Obtain local altimeter setting on CTAF; when not received, use Florence altimeter setting. DME/DME RNP-0.3 NA.
▲ NA VDP NA when using Florence altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct OCAGI and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
119.875	135.25 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	500-1 408 (500-1)		500-1¼ 408 (500-1¼)	
CIRCLING	780-1 688 (700-1)		780-2 688 (700-2)	780-2¼ 688 (700-2¼)
FLORENCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	560-1 468 (500-1)		560-1¼ 468 (500-1¼)	560-1½ 468 (500-1½)
CIRCLING	820-1 728 (800-1)		820-2 728 (800-2)	820-2¼ 728 (800-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010

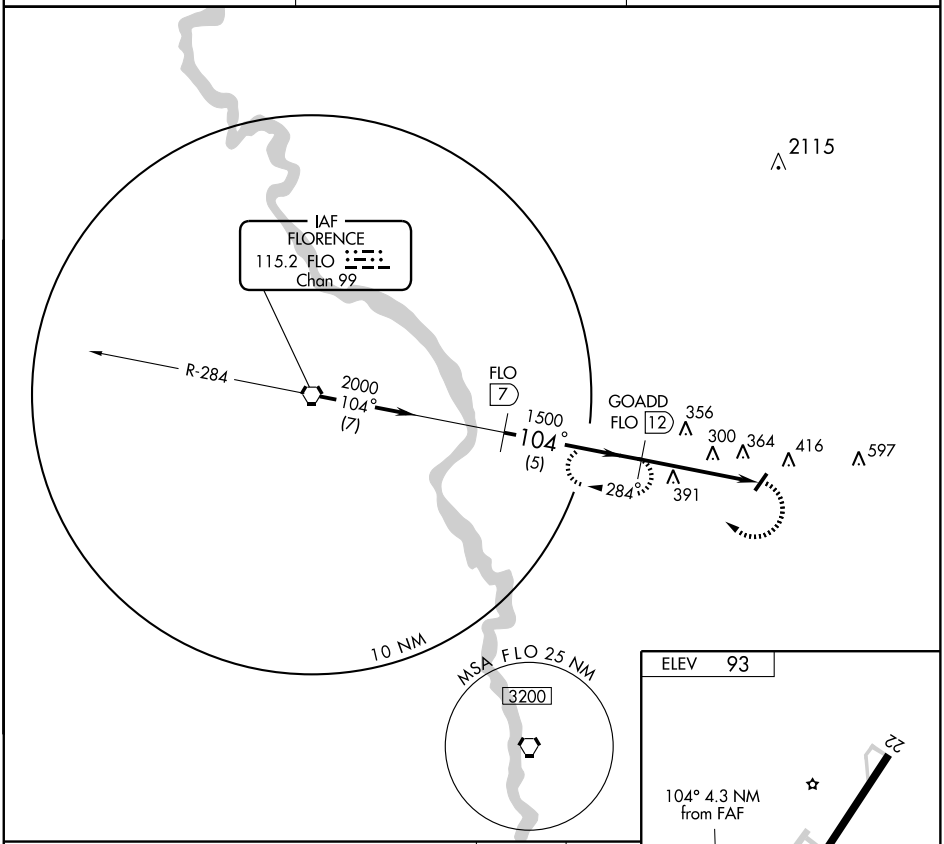
VORTAC FLO	APP CRS	Rwy Idg	NA
115.2	104°	TDZE	NA
Chan 99		Apt Elev	93

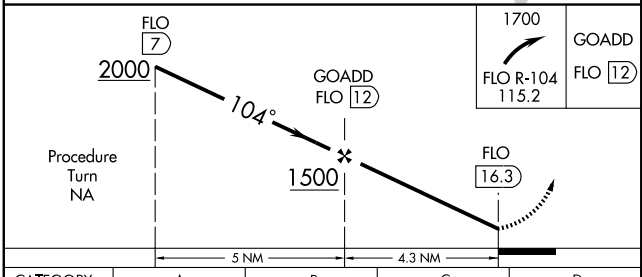
VOR/DME-A
MARION COUNTY (MAO)

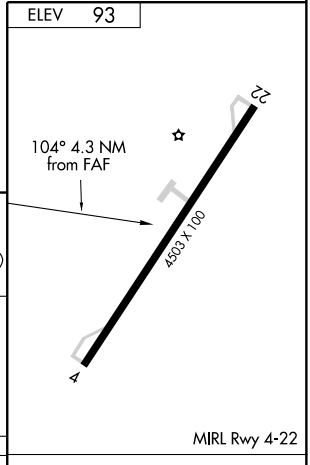
NA — Use Florence altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via FLO R-104 to GOADD 12 DME and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
119.875	135.25 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	820-1	727 (800-1)	820-2 727 (800-2)	820-2¼ 727 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4351
CH 63210	050°	TDZE	73
W05A		Apt Elev	73

RNAV (GPS) RWY 5

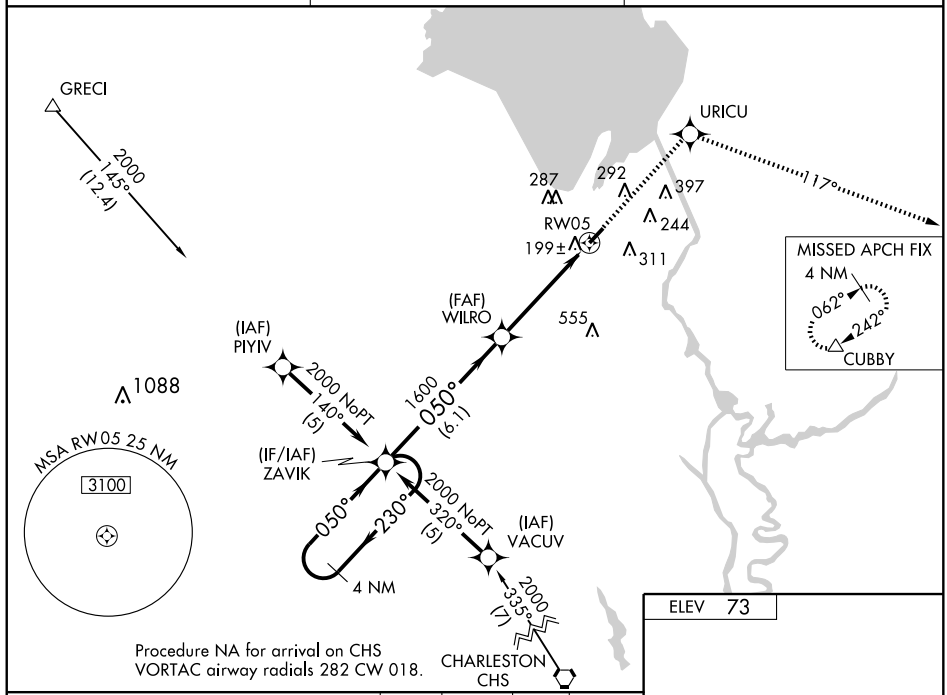
MONCKS CORNER/ BERKELEY COUNTY (MKS)

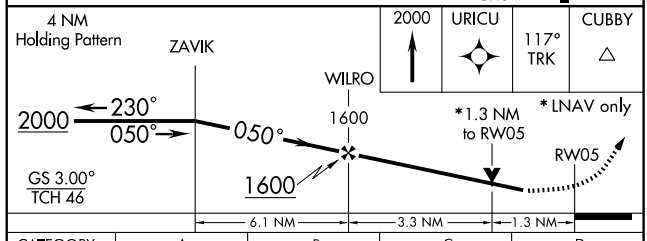
T
A NA

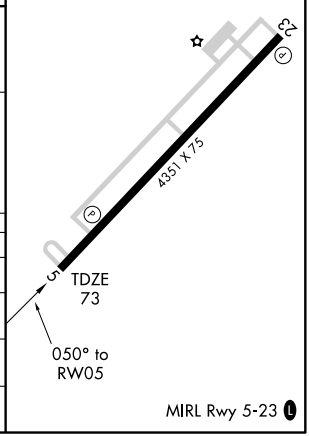
Circling to Rwy 23 NA at night. Baro-VNAV NA when using Charleston AFB/Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA to 451 feet; LNAV/VNAV DA to 513 feet, and all MDA 60 feet; increase LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct URICU and via 117° track to CUBBY and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.175	135.8 379.925	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	407-1¼ 334 (400-1¼)			
LNAV/ VNAV DA	469-1½ 396 (400-1½)			
LNAV MDA	520-1 447 (500-1)		520-1¼ 447 (500-1¼)	520-1½ 447 (500-1½)
CIRCLING	520-1 447 (500-1)	620-1 547 (600-1)	620-1½ 547 (600-1½)	640-2 567 (600-2)

MIRL Rwy 5-23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4351
230°	TDZE	73
	Apt Elev	73

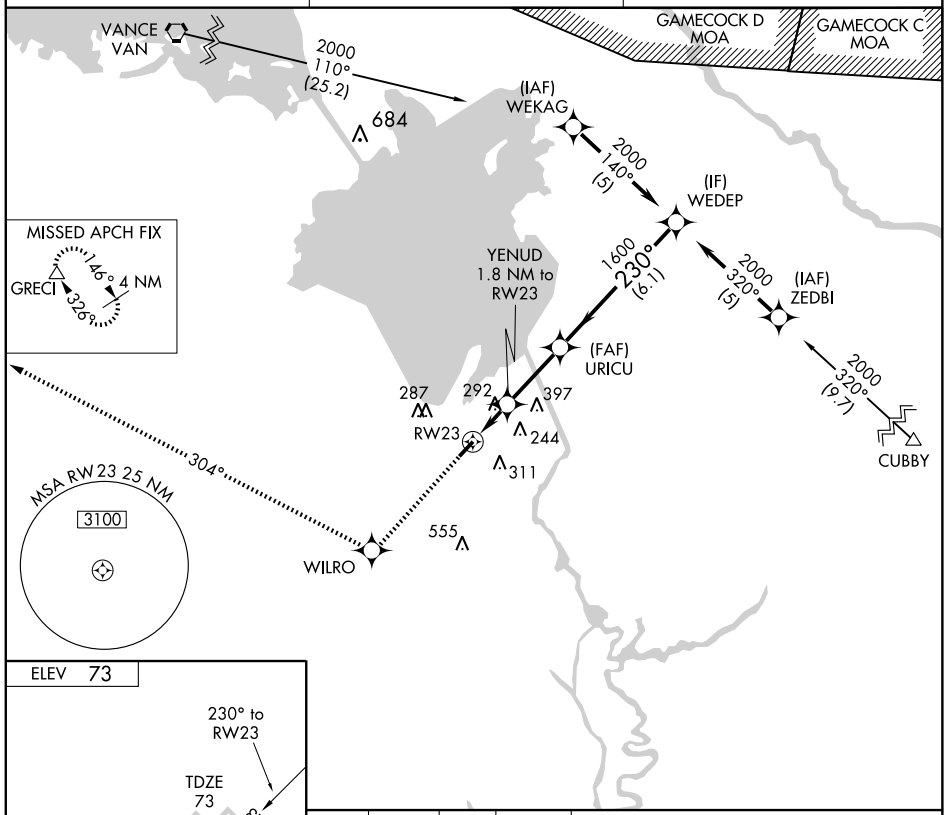
RNAV (GPS) RWY 23

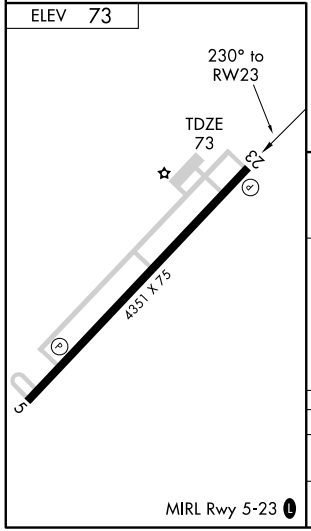
MONCKS CORNER/ BERKELEY COUNTY (MKS)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 60 feet and Circling Cat. C and D visibility ¼ mile.

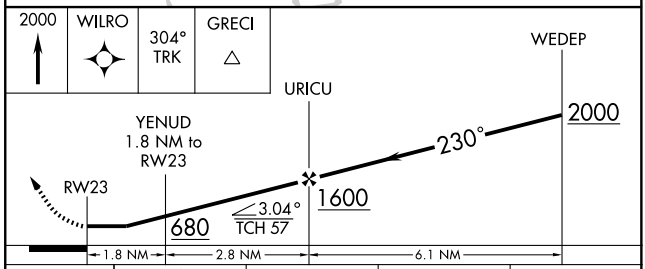
MISSED APPROACH: Climb to 2000 direct WILRO and via 304° track to GRECI and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.175	135.8 379.925	123.05 (CTAF) L





MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LNAV MDA	560-1 487 (500-1)		560-1¼ 487 (500-1¼)	560-1½ 487 (500-1½)
CIRCLING	560-1 487 (500-1)	620-1 547 (600-1)	620-1½ 547 (600-1½)	640-2 567 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC CHS 113.5 Chan 82	APP CRS 185°	Rwy Idg N/A TDZE N/A Apt Elev 73

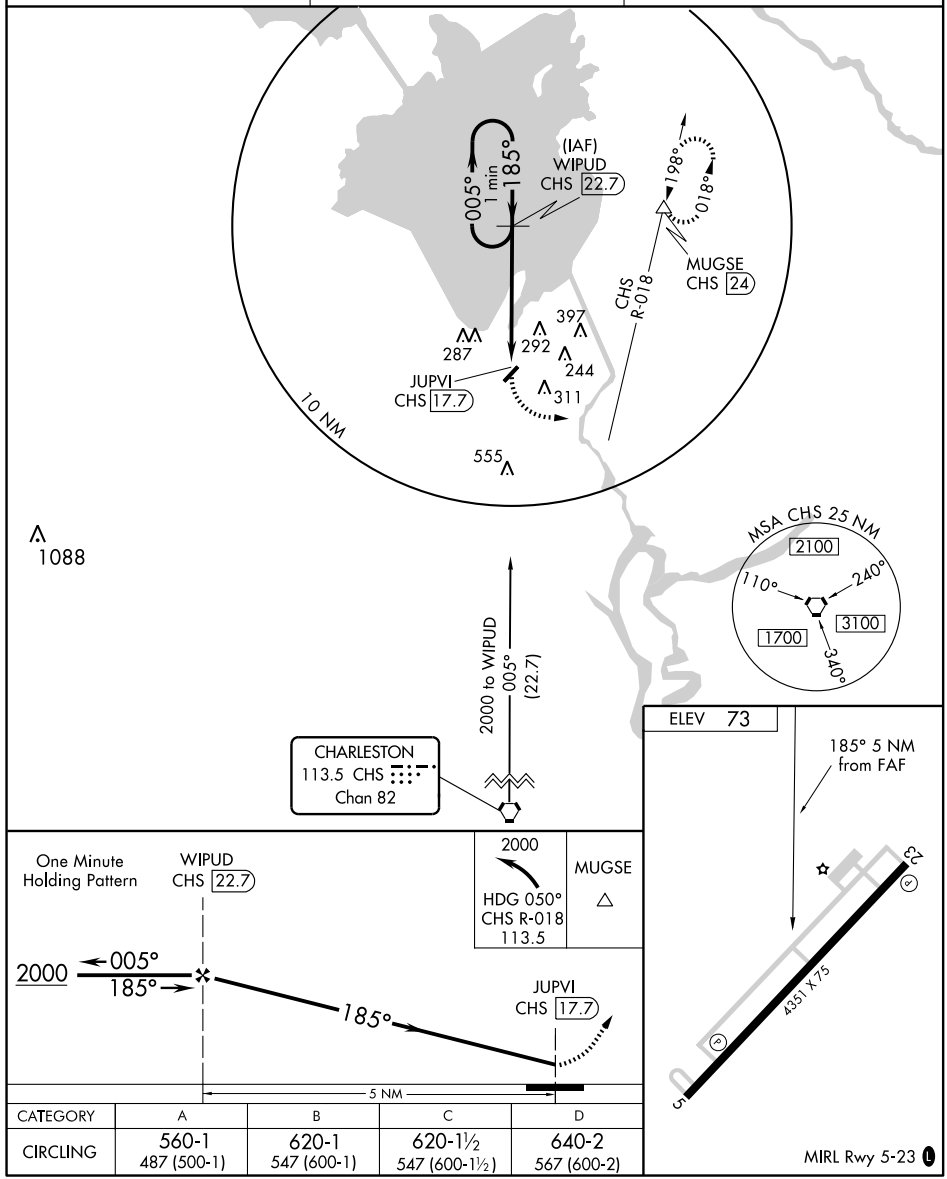
VOR/DME-A

MONCKS CORNER/ BERKELEY COUNTY (MKS)

Circling to Rwy 23 NA at night. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 60 feet and Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 via heading 050° and CHS R-018 to MUGSE/CHS 24 DME and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.175	135.8 379.925	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	560-1 487 (500-1)	620-1 547 (600-1)	620-1½ 547 (600-1½)	640-2 567 (600-2)

MIRL Rwy 5-23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC CHS	APP CRS	Rwy Idg	N/A
113.5	094°	TDZE	N/A
Chan 82		Apt Elev	13

VOR/DME or GPS-A

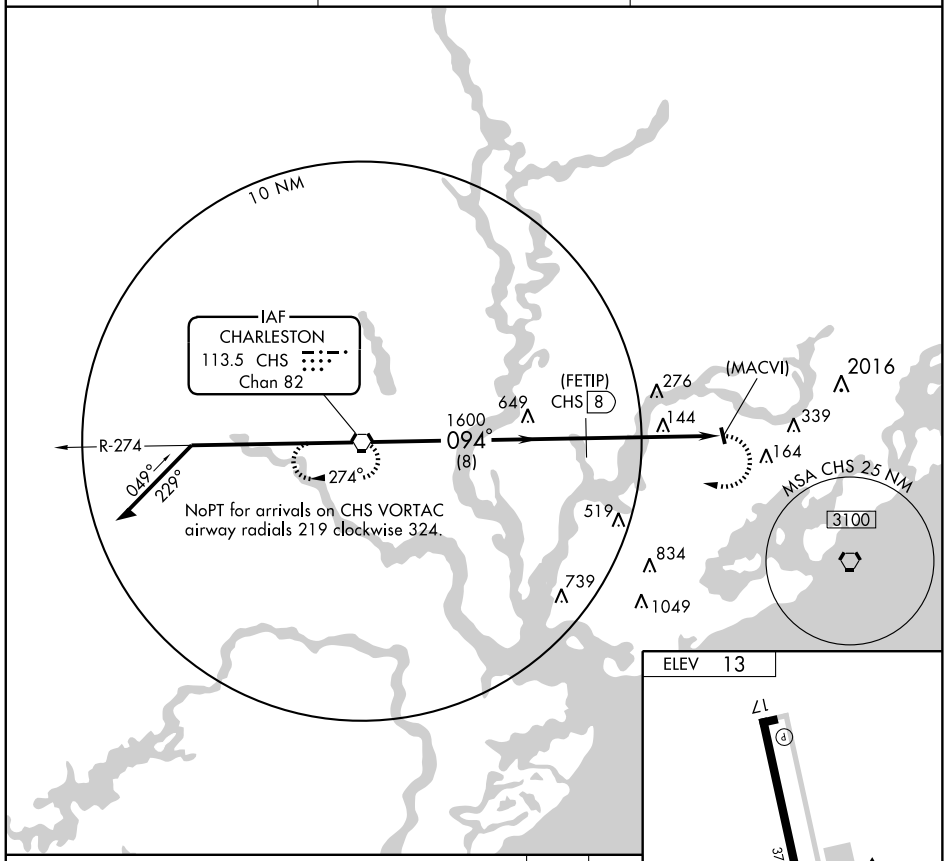
MT PLEASANT RGNL-FAISON FIELD (LRO)

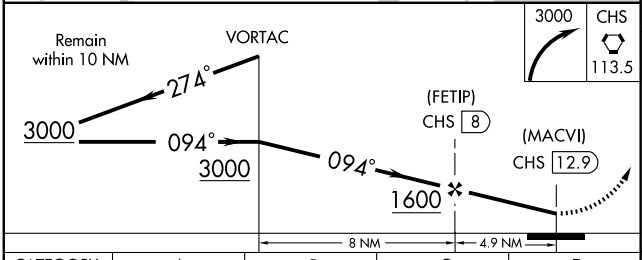
NA

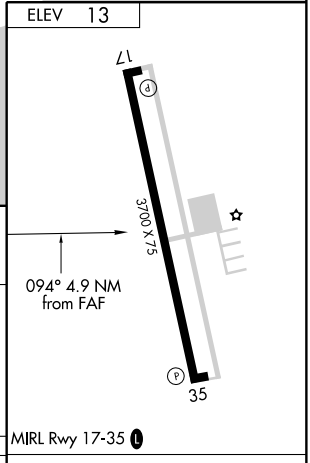
Use Charleston altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct CHS VORTAC and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
118.625	135.8 379.925	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	580-1 567 (600-1)		580-1½ 567 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

MOUNT PLEASANT, SOUTH CAROLINA

AL-6957 (FAA)

VORTAC CHS	APP CRS	Rwy Idg	3700
113.5	172°	TDZE	13
Chan 82		Apt Elev	13

VOR/DME RNAV or GPS RWY 17

MT PLEASANT RGNL-FAISON FIELD (LRO)

NA

Use Charleston altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct WANDO WP and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
118.625	135.8 379.925	122.7 (CTAF) L

CUBBY

3000 to Wando 235° (11.1)

4 NM

155°

335°

IAF
WANDO
N33° 02.06'-W79° 50.46'
113.5 CHS 054.8° -13.0
040

150±

2000

155° (3.5)

(FAF)
(FESJY)
5 NM from MAP WP
N32° 59.05'-W79° 48.42'

172°

MAP
RW17
N32° 54.17'-W79° 47.05'
113.5 CHS 092.7° -12.8
040

CHARLESTON
113.5 CHS
Chan 82

3000 to Wando 055° (13)

276

649

339

2016

164

519

834

739

1049

ELEV 13

172° to MAP WP

17

TDZE 13

3700 X 75

35

MIRL Rwy 17-35 L

4 NM Holding Pattern

WANDO WP

(FESJY) 5 NM from MAP WP

RW17 MAP WP

3000

335°

155°

155°

172°

2000

3.67°

3.5 NM

4 NM

1 NM

3000

WANDO

CATEGORY	A	B	C	D
S-17	440-1 427 (500-1)		440-1¼ 427 (500-1¼)	NA
CIRCLING	480-1 467 (500-1)		480-1½ 467 (500-1½)	NA

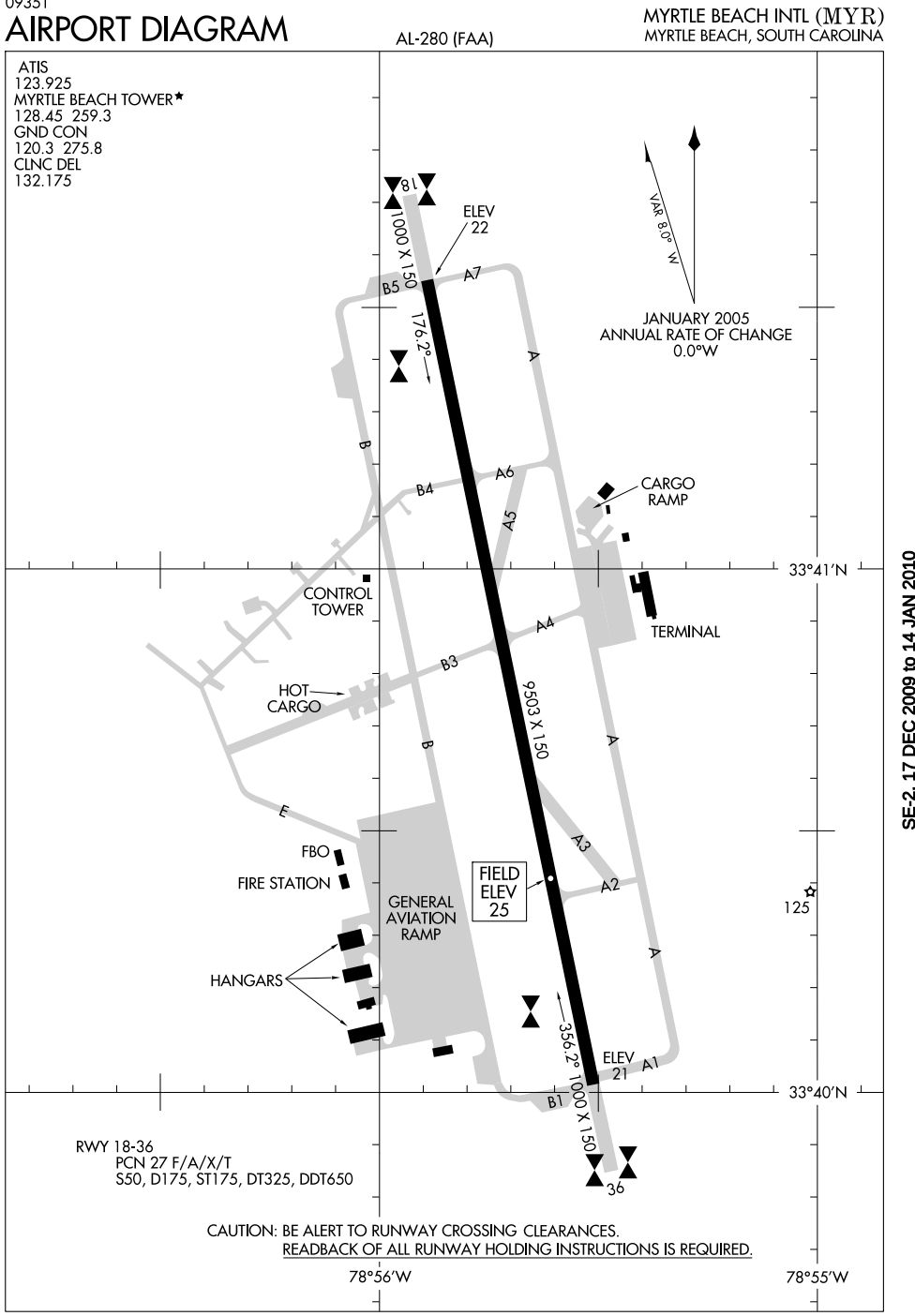
SE-2, 17 DEC 2009 to 14 JAN 2010

09351

AIRPORT DIAGRAM

AL-280 (FAA)

MYRTLE BEACH INTL (MYR)
MYRTLE BEACH, SOUTH CAROLINA



RWY 18-36
PCN 27 F/A/X/T
S50, D175, ST175, DT325, DDT650

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 17 DEC 2009 to 14 JAN 2010

MYRTLE BEACH, SOUTH CAROLINA

AL-280 (FAA)

ILS or LOC RWY 18

MYRTLE BEACH INTL (MYR)

LOC I-MYR	APP CRS	Rwy Idg	9503
109.5	174°	TDZE	23
		Apt Elev	25

Circling NA east of Rwy 18-36.
DME REQUIRED.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via CRE VORTAC R-234 to PLANN/24 DME and hold.

ATIS	MYRTLE BEACH APP CON★	MYRTLE BEACH TOWER★	GND CON	CLNC DEL	UNICOM
123.925	(171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	132.175	122.95

RADAR REQUIRED

HORRY 370 HYW

208°

028°

ALTERNATE MISSED APCH FIX

354°

(IF) CRE 14

174° (8.2)

1600

R-295

GRAND STRAND 117.6 CRE Chan 123

BEVET INT RADAR

678

R-259

191

387

134±

348

212

218

253

263

263

R-234

1031

15 NM

LOCALIZER 109.5 I-MYR

MSA CRE 25 NM

2100

PLANN CRE 24

054°

234°

ELEV 25

174° 4.6 NM from FAF

8

TDZE 23

124

9503 X 150

125

36

HIRL Rwy 18-36 L

CRE R-295 CRE 14

BEVET INT RADAR

2000

174°

1551

1600

GS 3.00°

TCH 49

800

3000

CRE R-234 117.6

PLANN

8.2 NM

4.6 NM

CATEGORY	A	B	C	D
S-ILS 18	223/24	200 (200-½)		
S-LOC 18	440/24	417 (500-½)	440/40	417 (500-¾)
CIRCLING	560-1	535 (600-1)	560-1½ 535 (600-1½)	640-2 615 (700-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-2, 17 DEC 2009 to 14 JAN 2010

MYRTLE BEACH, SOUTH CAROLINA

LOC I-BSQ	APP CRS	Rwy Idg	9503
111.9	354°	TDZE	25
		Apt Elev	25

AL-280 (FAA)

ILS or LOC RWY 36

MYRTLE BEACH INTL (MYR)

Circling NA East of Rwy 18-36.

MALSF

MISSED APPROACH: Climb to 3000 via heading 352° to KOOKE Int and hold.

ATIS	MYRTLE BEACH APP CON★	MYRTLE BEACH TOWER★	GND CON	CLNC DEL	UNICOM
123.925	(171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	132.175	122.95

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

KOOKE FAY 63

FAYETTEVILLE 108.8 FAY Chan 25

GRAND STRAND 117.6 CRE Chan 123

LOCALIZER 111.9 I-BSQ

PORKE INT RADAR

(IF) CHACA RADAR

FEEDER FACILITIES

ENROUTE FACILITIES

10 NM

W-177A

MSA CRE 25 NM 2100

ELEV 25

HIRL Rwy 18-36 L

9503 X 150

TDZE 25

354° 4.6 NM from FAF

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

3000 HDG 352°

KOOKE

PORKE INT RADAR

CHACA RADAR

1573

354° 1600

1600

GS 3.00° TCH 53

4.6 NM 5.4 NM

CATEGORY	A	B	C	D
S-ILS 36	225/40 200 (200-¾)			
S-LOC 36	360/40 335 (400-¾)			360/50 335 (400-1)
CIRCLING	560-1 535 (600-1)		560-1½ 535 (600-1½)	640-2 615 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

MYRTLE BEACH, SOUTH CAROLINA

AL-280 (FAA)

RNAV (GPS) RWY 18

MYRTLE BEACH INTL (MYR)

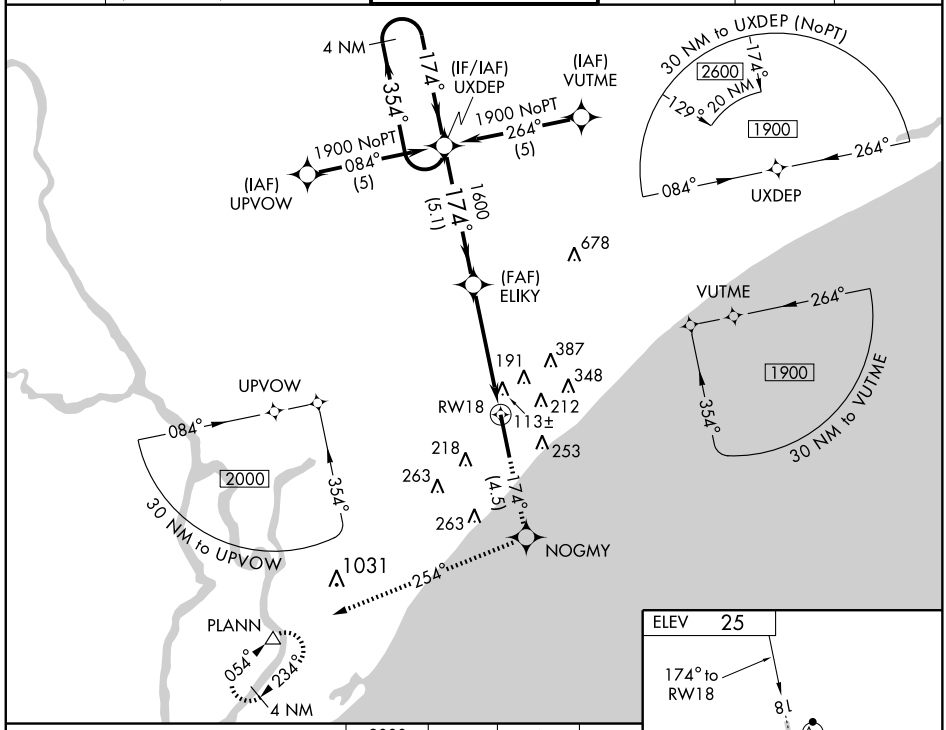
APP CRS	Rwy Idg	9503
174°	TDZE	23
	Apt Elev	25

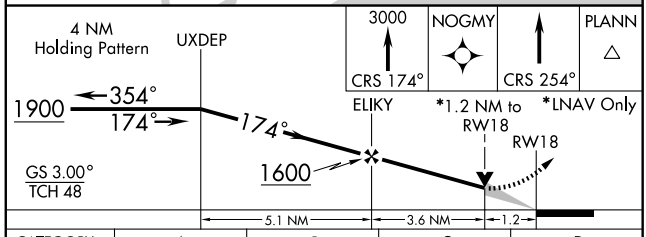
Circling NA East of Rwy 18-36. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5°F).
For inoperative MALSR increase LNAV Category D visibility to RVR 6000.

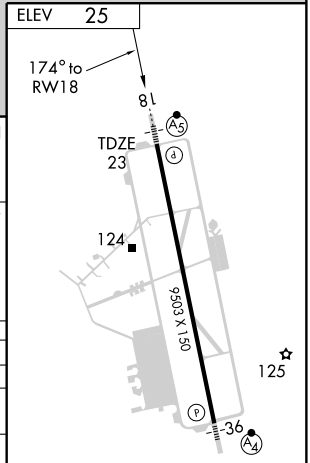
MALSR

MISSED APPROACH: Climb to 3000 via 174° course to NOGMY WP then via 254° course to PLANN WP and hold.

ATIS	MYRTLE BEACH APP CON★	MYRTLE BEACH TOWER★	GND CON	CLNC DEL	UNICOM
123.925	(171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	132.175	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	440/50 417 (500-1)			
LNAV DA	440/24 417 (500-½)		440/40 417 (500-¾)	440/50 417 (500-1)
CIRCLING	480-1½ 455 (500-1½)		580-1½ 555 (600-1½)	580-2 555 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

MYRTLE BEACH, SOUTH CAROLINA

APP CRS	Rwy Idg	9503
354°	TDZE	25
	Apt Elev	25

AL-280 (FAA)

RNAV (GPS) RWY 36

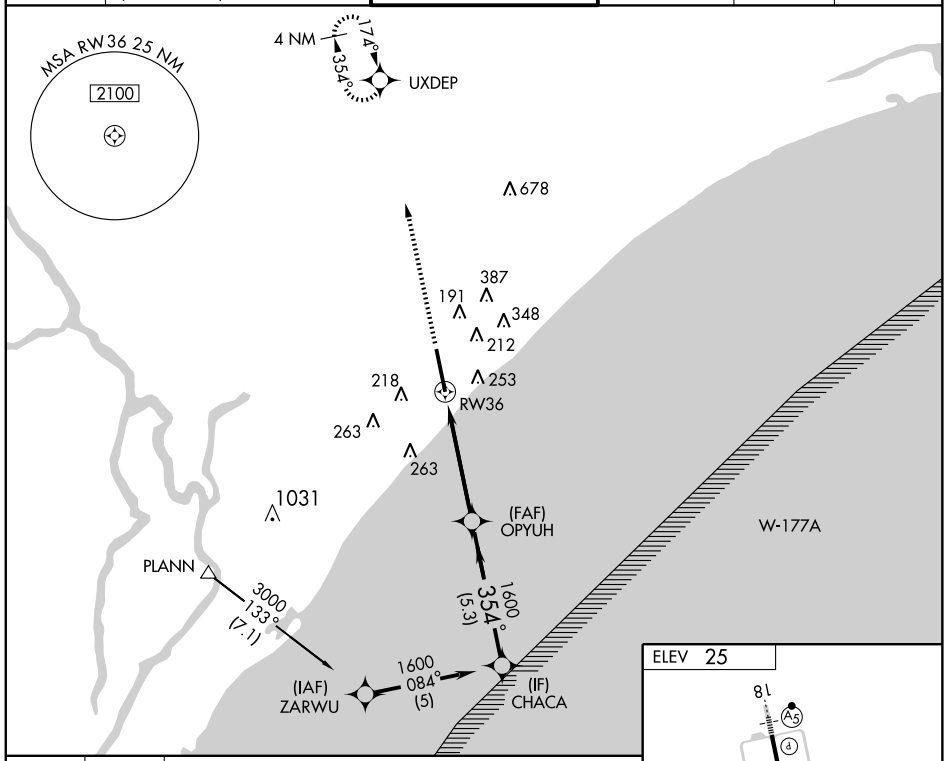
MYRTLE BEACH INTL (MYR)

Circling NA East of Rwy 18-36.
Inoperative table does not apply to LNAV/VNAV or LNAV Cat C.
Baro-VNAV NA below -15° C (5° F). DME/DME RNP-0.3 NA.

MALSF

MISSED APPROACH: Climb to 1900 via 354° course to UXDEP WP and hold.

ATIS	MYRTLE BEACH APP CON ★	MYRTLE BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
123.925	(171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	132.175	122.95



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	440-1½ 415 (500-1½)			
LNAV MDA	460/40 435 (500-¾)		460/60 435 (500-1¼)	460-1½ 435 (500-1½)
CIRCLING	480-1½ 455 (500-1½)		580-1½ 555 (600-1½)	580-2 555 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

MYRTLE BEACH, SOUTH CAROLINA

VORTAC CRE	APP CRS	Rwy Idg	N/A
117.6	234°	TDZE	N/A
Chan 123		Apt Elev	25

AL-280 (FAA)

VOR/DME or GPS-A

MYRTLE BEACH INTL (MYR)

ASR

Circling East of Rwy 18-36 NA.

MISSED APPROACH: Climb to 3000 via CRE R-234 to PLANN Int/24 DME and hold.

ATIS	MYRTLE BEACH APP CON ★	MYRTLE BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
123.925	(171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	132.175	122.95

IAF
GRAND STRAND
117.6 CRE
Chan 123

(IAF)
CHAMS
2000 NoPT
236° (16.6)
R-054

234°
1 min
054°

1600
234°
(7)

678
LAMPP
CRE 7
191
387
212
348
218
253
CRE 12
263
(MAKCP)
263

1031
R-234
PLANN
CRE 24
054°
234°

10 NM

MSA CRE 25 NM
2100

ELEV 25

18L
234° 5.6 NM
from FAF
124
9503 X 150
125
36
HIRL Rwy 18-36 L

3000
CRE R-234
117.6
PLANN

One Minute
Holding Pattern
VORTAC
CRE 12
LAMPP
CRE 7
(MAKCP)
CRE 12.6
054°
234°
2000
234°
1600
680
0.6
5 NM
7 NM

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	580-1 554 (600-1)		580-1½ 554 (600-1½)	580-2 554 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

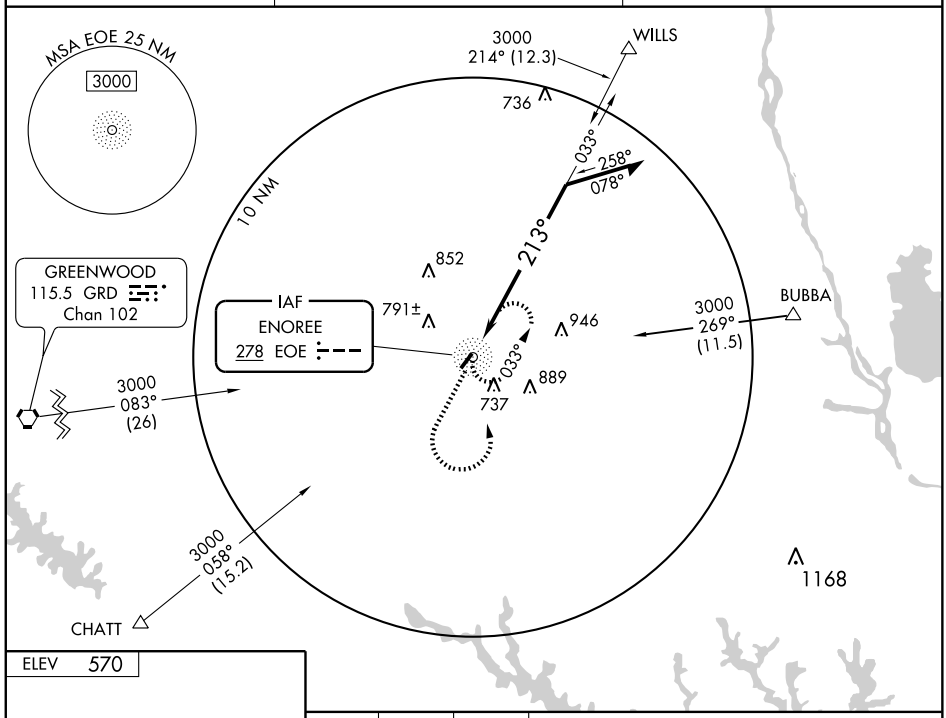
NDB EOE 278	APP CRS 213°	Rwy Idg 4000 TDZE 570 Apt Elev 570

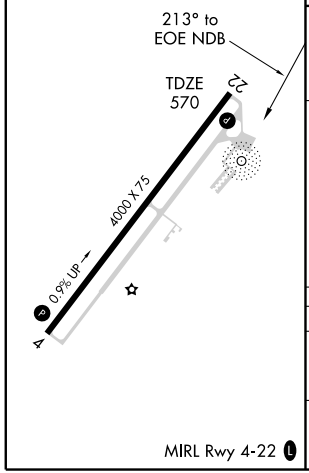
NDB RWY 22
NEWBERRY COUNTY (EOE)

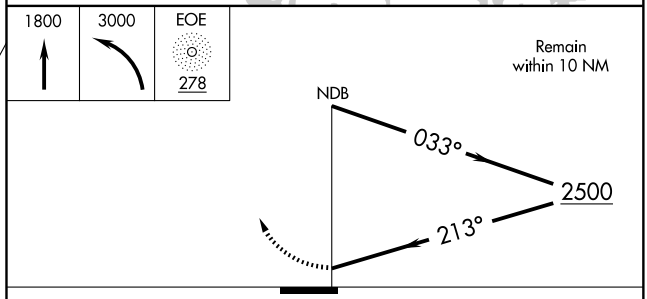
When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EOE NDB and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
124.275	133.4 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1100-1	530 (600-1)	NA	
CIRCLING	1100-1	530 (600-1)	NA	

MIRL Rwy 4-22 L

SE-2. 17 DEC 2009 to 14 JAN 2010

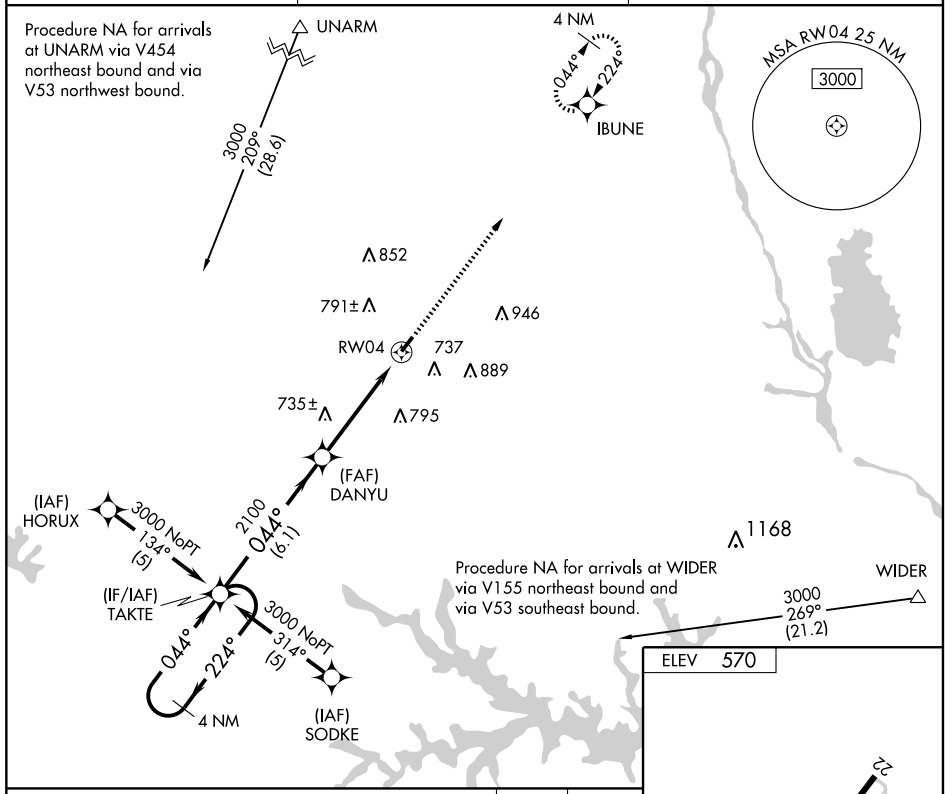
APP CRS	Rwy Idg	4000
044°	TDZE	558
	Apt Elev	570

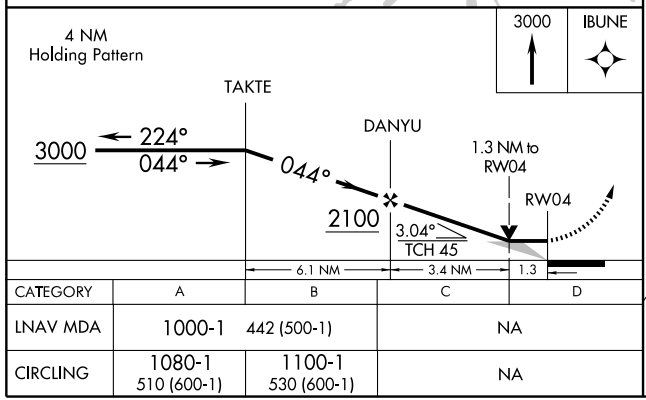
RNAV (GPS) RWY 4
NEWBERRY COUNTY (EOE)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet. VDP NA when using Greenwood County altimeter setting.

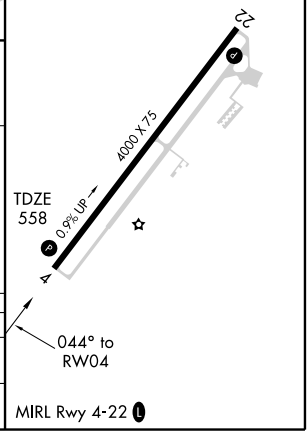
MISSED APPROACH: Climb to 3000 direct IBUNE and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
124.275	133.4 285.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1000-1	442 (500-1)	NA	
CIRCLING	1080-1 510 (600-1)	1100-1 530 (600-1)	NA	



SE-2, 17 DEC 2009 to 14 JAN 2010

NEWBERRY, SOUTH CAROLINA AL-6129 (FAA)

APP CRS	Rwy Idg	4000
224°	TDZE	570
	Apt Elev	570

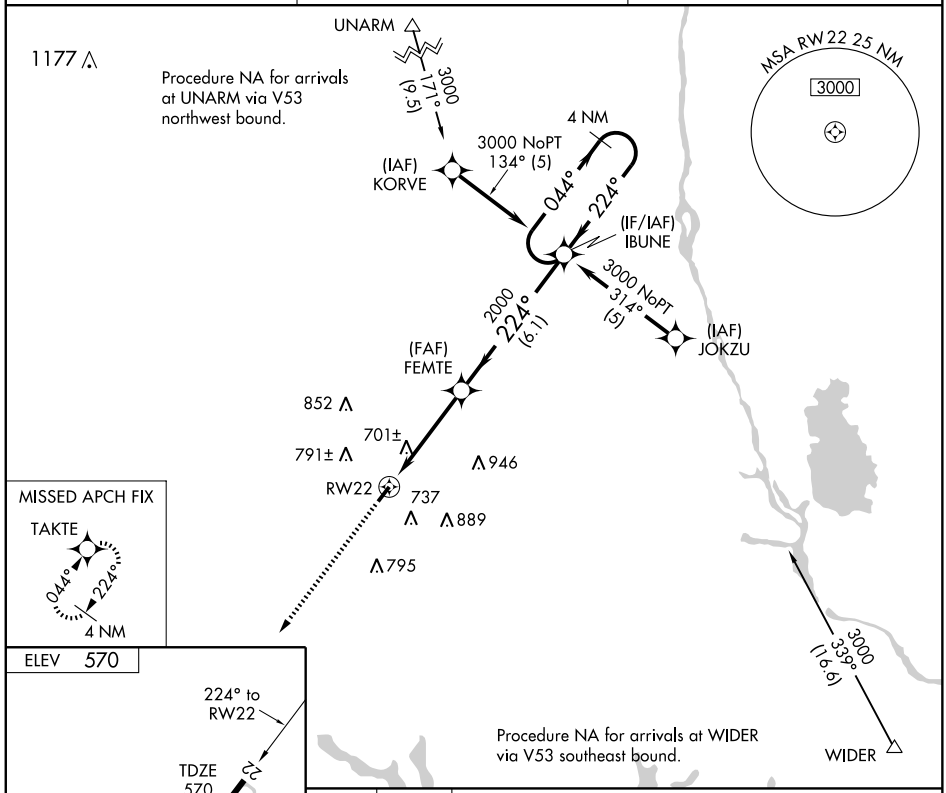
RNAV (GPS) RWY 22

NEWBERRY COUNTY (EOE)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet. VDP NA when using Greenwood County altimeter setting.

MISSED APPROACH: Climb to 3000 direct TAKTE and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
124.275	133.4 285.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	960-1	390 (400-1)	NA	
CIRCLING	1080-1 510 (600-1)	1100-1 530 (600-1)	NA	

MIRL Rwy 4-22 L

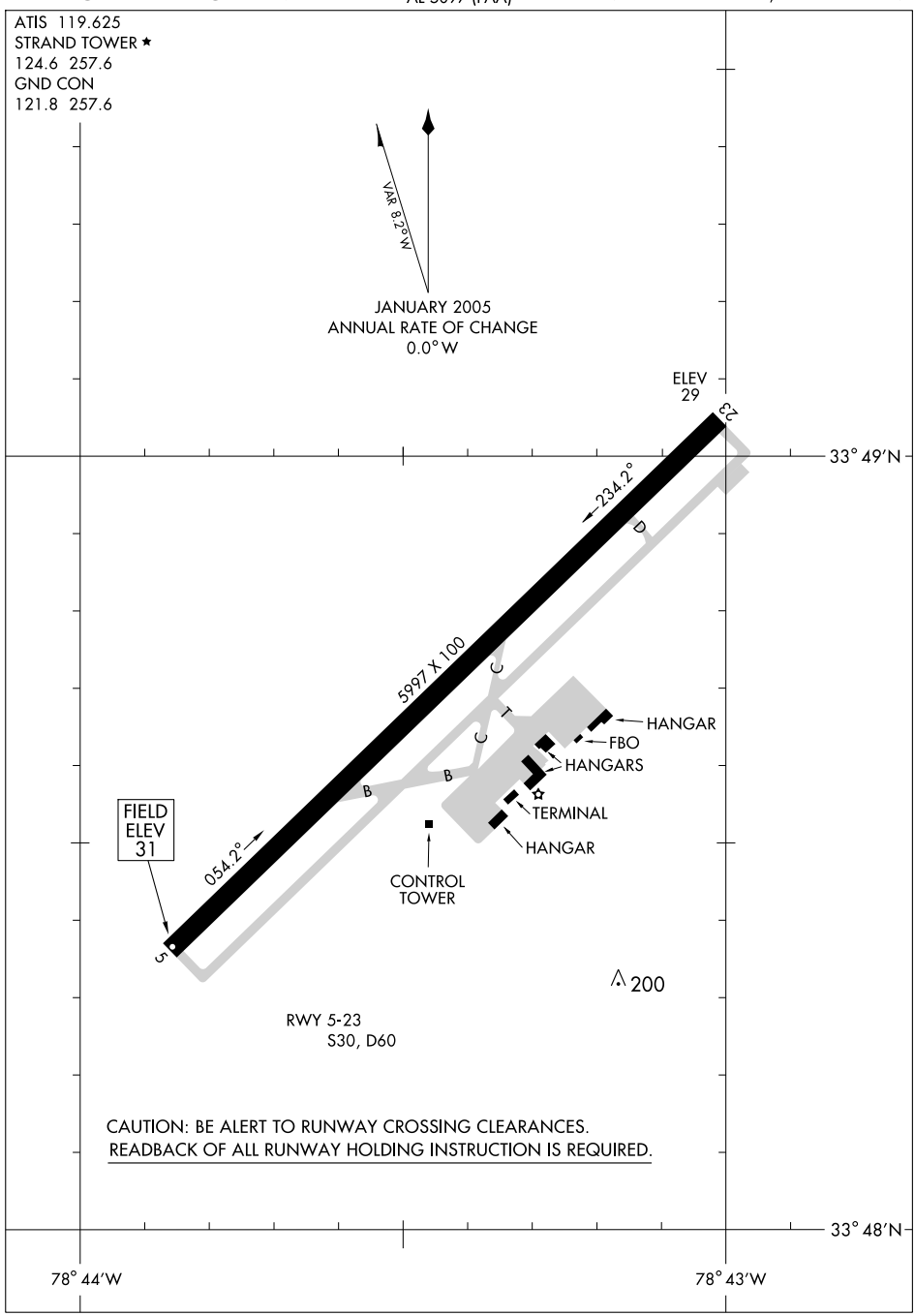
SE-2. 17 DEC 2009 to 14 JAN 2010

08213

AIRPORT DIAGRAM

AL-5097 (FAA)

NORTH MYRTLE BEACH/GRAND STRAND (CRE)
NORTH MYRTLE BEACH, SOUTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS		
052°	Rwy Idg	5997
	TDZE	33
	Apt Elev	33

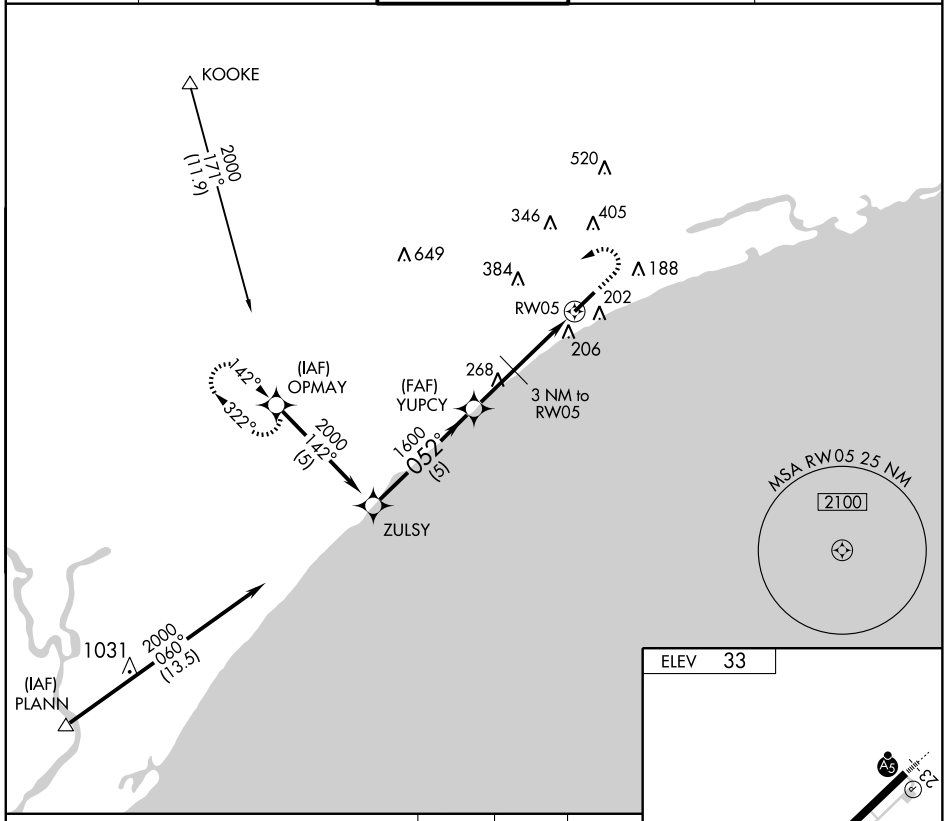
GPS RWY 5

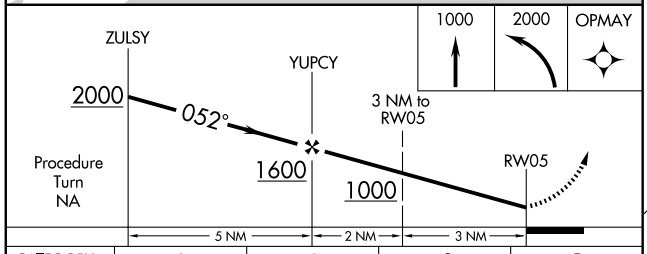
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

NA

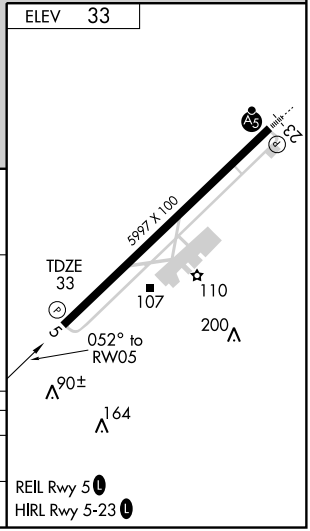
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OPMAY WP and hold.

ATIS	MYRTLE BEACH APP CON ★	STRAND TOWER ★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	122.95





CATEGORY	A	B	C	D
S-5	460-1	427 (500-1)	460-1¼ 427 (500-1¼)	460-1½ 427 (500-1½)
CIRCLING	520-1	487 (500-1)	520-1½ 487 (500-1½)	720-2¼ 687 (700-2¼)



SE-2, 17 DEC 2009 to 14 JAN 2010

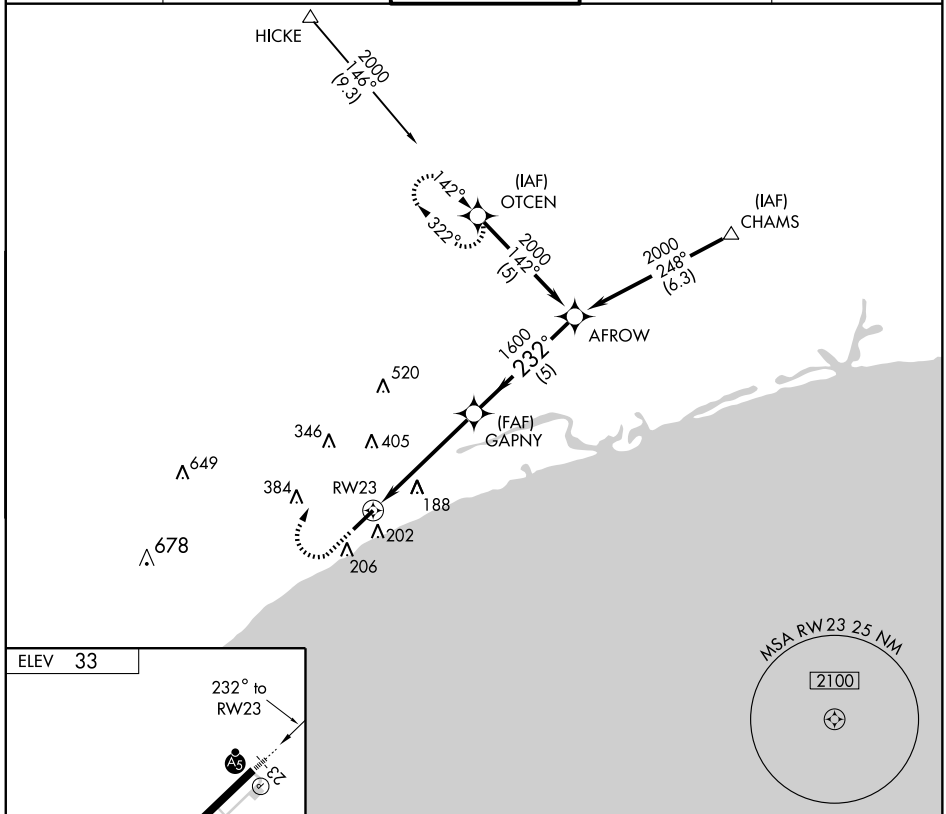
APP CRS	Rwy Idg	5997
232°	TDZE	31
	Apt Elev	33

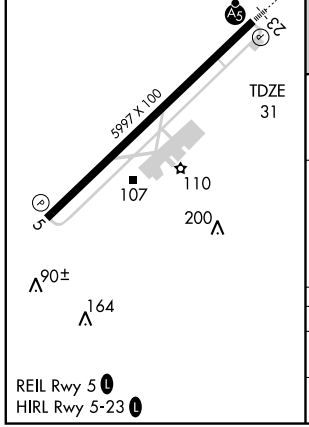
GPS RWY 23

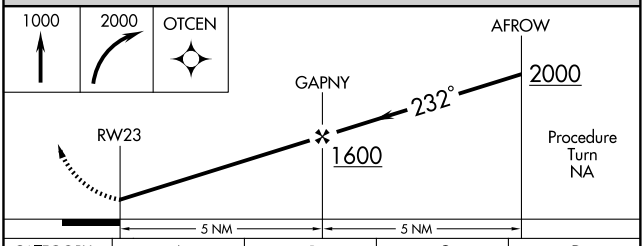
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

NA	MALSR	MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct OTCEN WP and hold.
For inoperative MALSR, increase S-23 Cat. A, B visibility to 1, and Cat. D visibility to 1¼.		

ATIS	MYRTLE BEACH APP CON★	STRAND TOWER★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	122.95







CATEGORY	A	B	C	D
S-23	440-¾ 409 (500-¾)			440-1 409 (500-1)
CIRCLING	520-1 487 (500-1)		520-1½ 487 (500-1½)	720-2¼ 687 (700-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-CRE	APP CRS	Rwy Idg	5997
111.7	232°	TDZE	31
		Apt Elev	33

ILS RWY 23

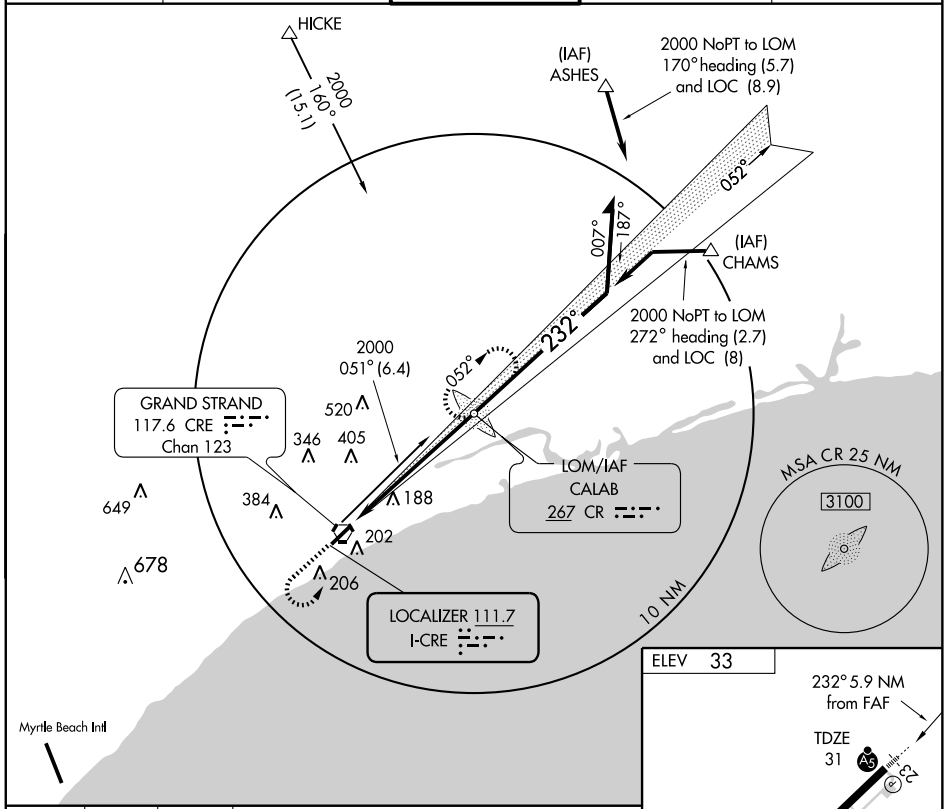
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

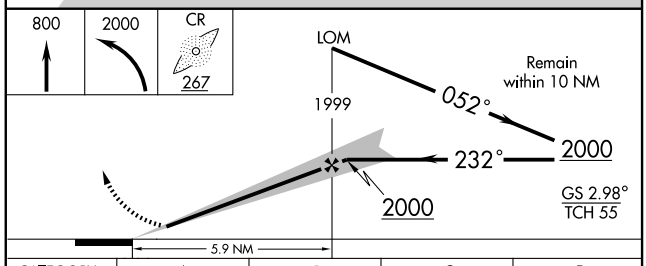
A For inoperative MALSR, increase S-23 LOC Cats A, B visibility to 1 mile. ADF REQUIRED.

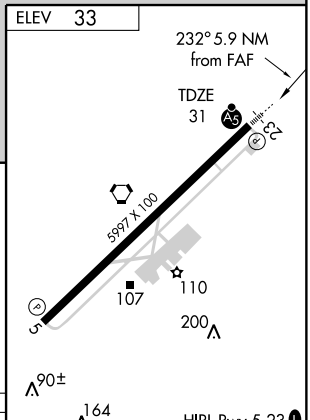
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct CR LOM and hold.

ATIS	MYRTLE BEACH APP CON ★	STRAND TOWER ★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	122.95







CATEGORY	A	B	C	D
S-ILS 23	231-½ 200 (200-½)			
S-LOC 23	440-¾ 409 (500-¾)			
CIRCLING	520-1 487 (500-1)		520-1½ 487 (500-1½)	720-2¼ 687 (700-2¼)

HIRL Rwy 5-23 L
REIL Rwy 5 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-2. 17 DEC 2009 to 14 JAN 2010

NORTH MYRTLE BEACH, SOUTH CAROLINA AL-5097 (FAA)

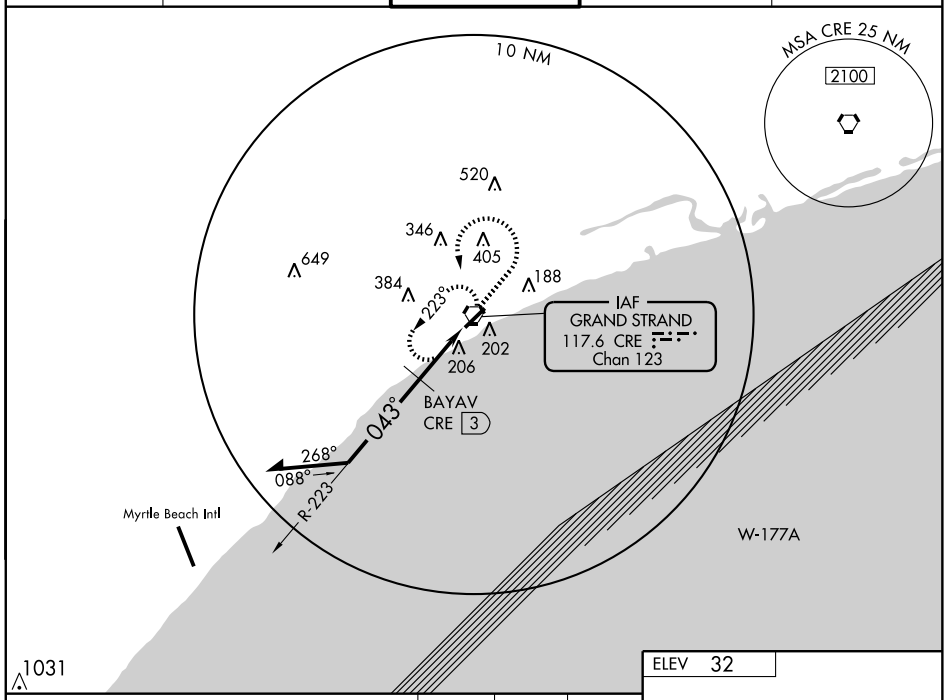
VORTAC CRE	APP CRS	Rwy Idg	5997
117.6	043°	TDZE	32
Chan 123		Apt Elev	32

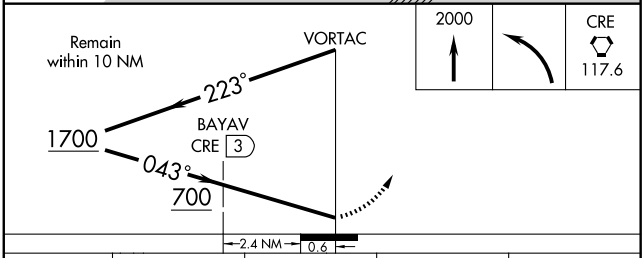
VOR RWY 5

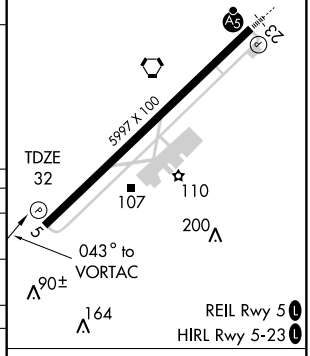
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

ATIS	MYRTLE BEACH APP CON ★	STRAND TOWER ★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	122.95







CATEGORY	A	B	C	D
S-5	700-1	668 (700-1)	700-1¾ 668 (700-1¾)	700-2 668 (700-2)
CIRCLING	700-1	668 (700-1)	700-1¾ 668 (700-1¾)	720-2¼ 688 (700-2¼)
BAYAV FIX MINIMUMS				
S-5	460-1	428 (500-1)	460-1¼ 428 (500-1¼)	460-1½ 428 (500-1½)
CIRCLING	520-1	488 (500-1)	520-1½ 488 (500-1½)	720-2¼ 688 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC CRE	APP CRS	Rwy Idg	5997
117.6	238°	TDZE	31
Chan 123		Apt Elev	33

VOR RWY 23

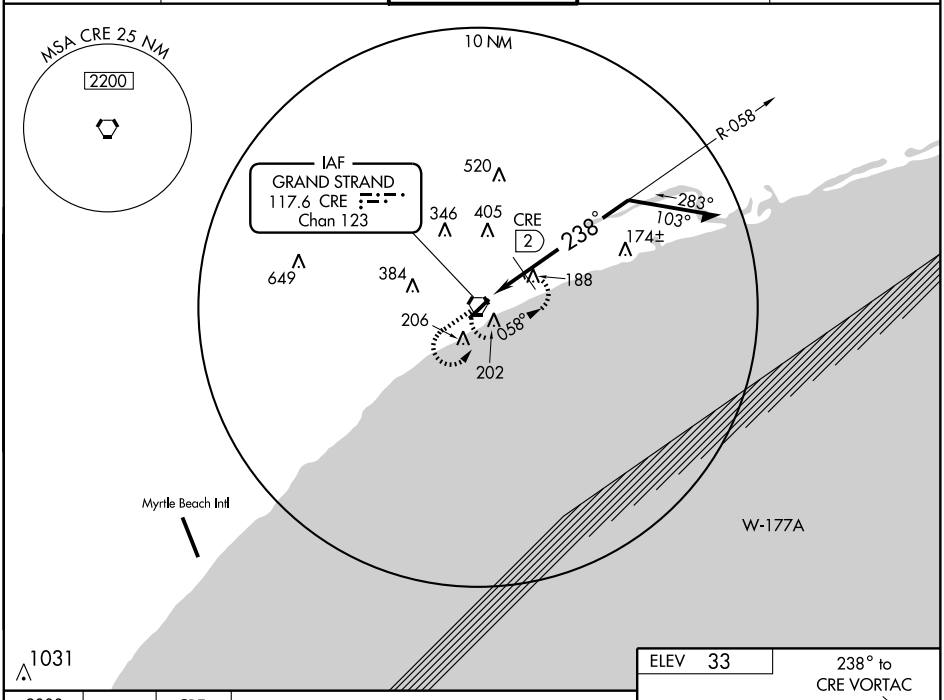
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

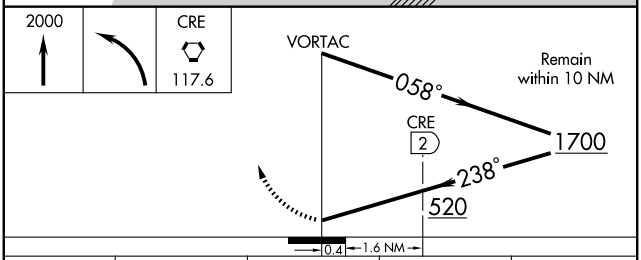
DME Minimums: For inoperative MALSR, increase S-23 Cat. A, B visibility to 1 mile, Cat. D visibility to 1¼ mile.
VOR Minimums: For inoperative MALSR, increase S-23 Cat. A, B visibility to 1 mile.

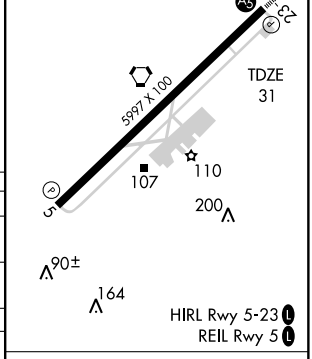
MALSR

MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

ATIS	MYRTLE BEACH APP CON ★	STRAND TOWER ★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	122.95







CATEGORY	A	B	C	D
S-23	520-¾ 489 (500-¾)			520-1 489 (500-1)
CIRCLING	520-1 487 (500-1)		520-1½ 487 (500-1½)	720-2¼ 687 (700-2¼)
DME MINIMUMS				
S-23	460-¾ 429 (500-¾)			460-1 429 (500-1)
CIRCLING	520-1 487 (500-1)		520-1½ 487 (500-1½)	720-2¼ 687 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

VOR/DME or TACAN-A

VORTAC CAE	APCH CRS	Rwy ldg	N/A
114.70	186°	TDZE	N/A
Chan 94		Arpt Elev	321

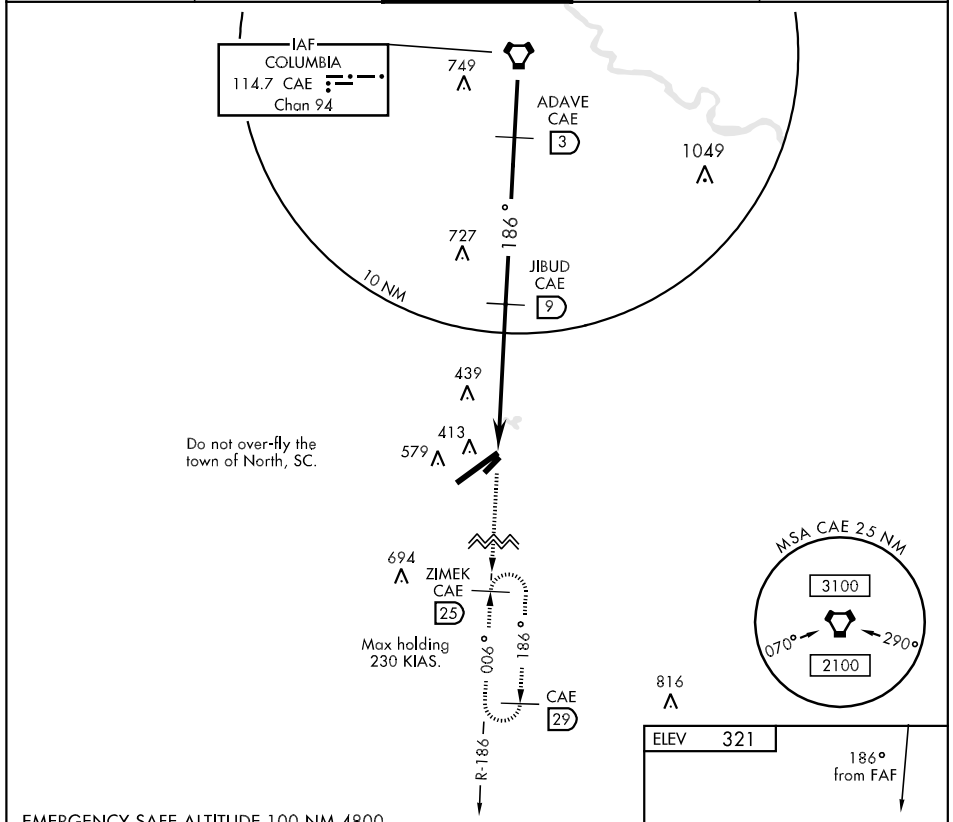
AL-3017 [USAF]

NORTH AF AUX (KXNO)

* Circling to Rwy 5-23 not for civil use.
Circling to Rwy 5-23 not authorized at night.

MISSED APPROACH: Climb to 2000 via CAE R-186 to ZIMEK and hold as published.

ASOS	APP CON	NORTH TOWER	GND CON	COLUMBIA CLNC DEL
118.525	124.15 338.2	235.775	118.15 235.775	120.475



CATEGORY	A	B	C	D	E
CIRCLING *	940-1	619 (700-1)	940-1¾ 619 (700-1¾)	940-2 619 (700-2)	1380-3 1059(1100-3)

Rwy 6 ldg 8000′
Rwy 24 ldg 8000′

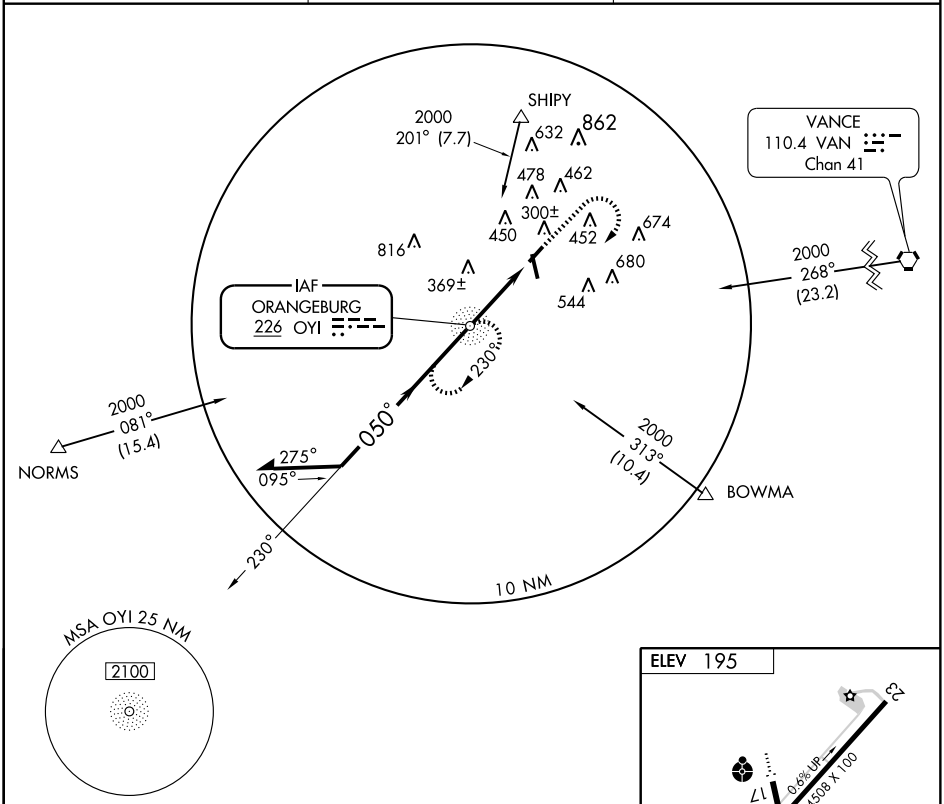
NDB OYI	APP CRS	Rwy Idg	4500
226	050°	TDZE	191
		Apt Elev	195

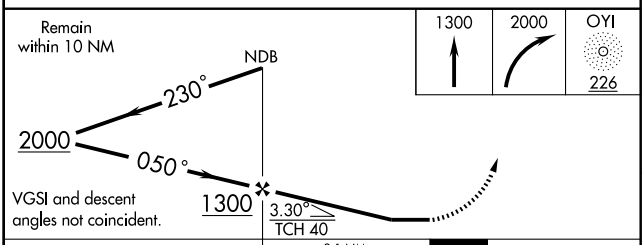
NDB RWY 5
ORANGEBURG MUNI (OGB)

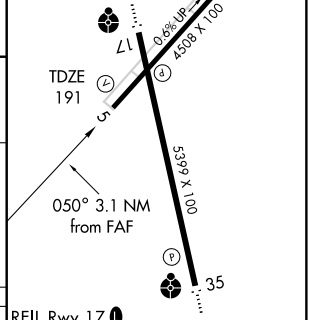
If local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2000 direct OYI NDB and hold.

ASOS	COLUMBIA APP CON	UNICOM
118.525	124.15 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	700-1	509 (600-1)	700-1½	509 (600-1½)
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SE-2. 17 DEC 2009 to 14 JAN 2010

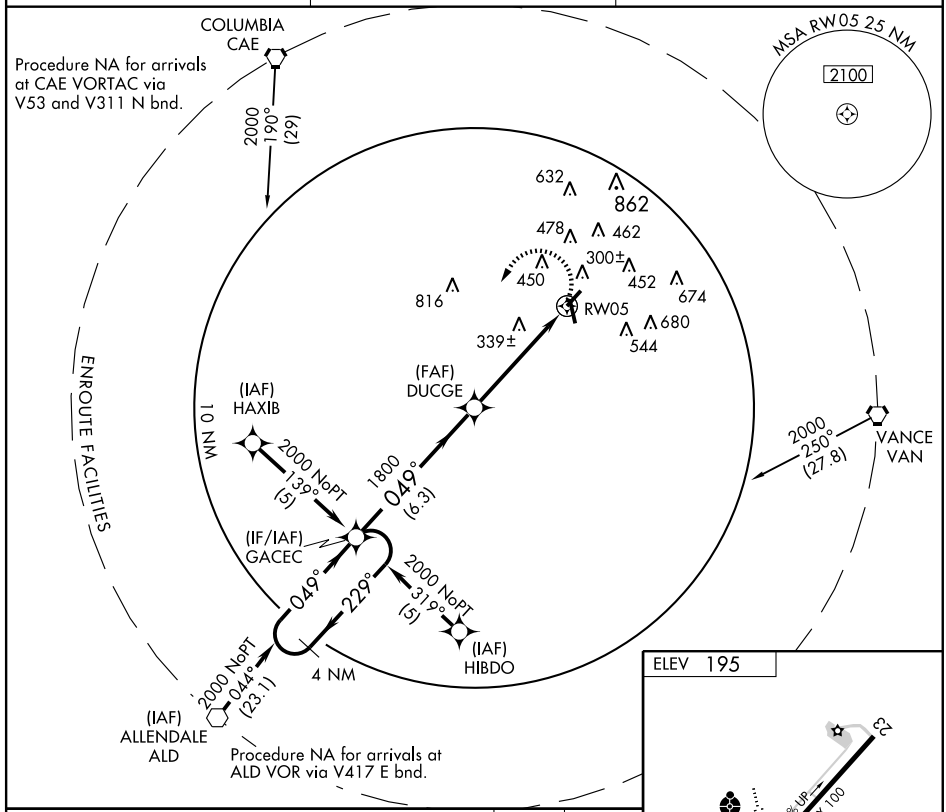
APP CRS	Rwy Idg	4500
049°	TDZE	191
	Apt Elev	195

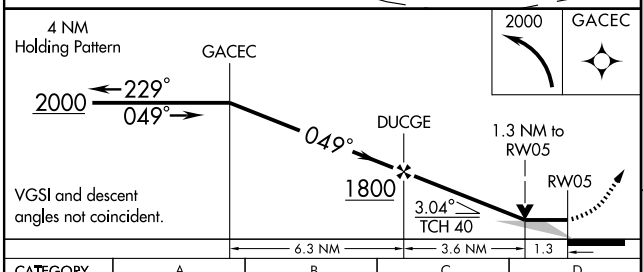
RNAV (GPS) RWY 5
ORANGEBURG MUNI (OGB)

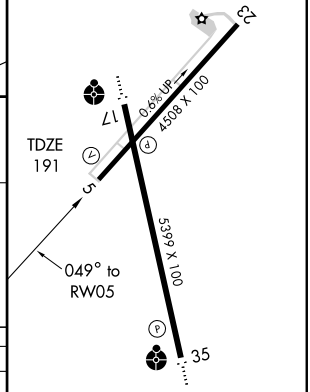
If local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDAs 80 feet. Straight-in procedure NA at night. VDP NA when using Columbia Metropolitan altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct GACEC and hold.

ASOS	COLUMBIA APP CON	UNICOM
118.525	124.15 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1 409 (500-1)		600-1¼ 409 (500-1¼)	
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)

REIL Rwy 17 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5401
174°	TDZE	181
	Apt Elev	195

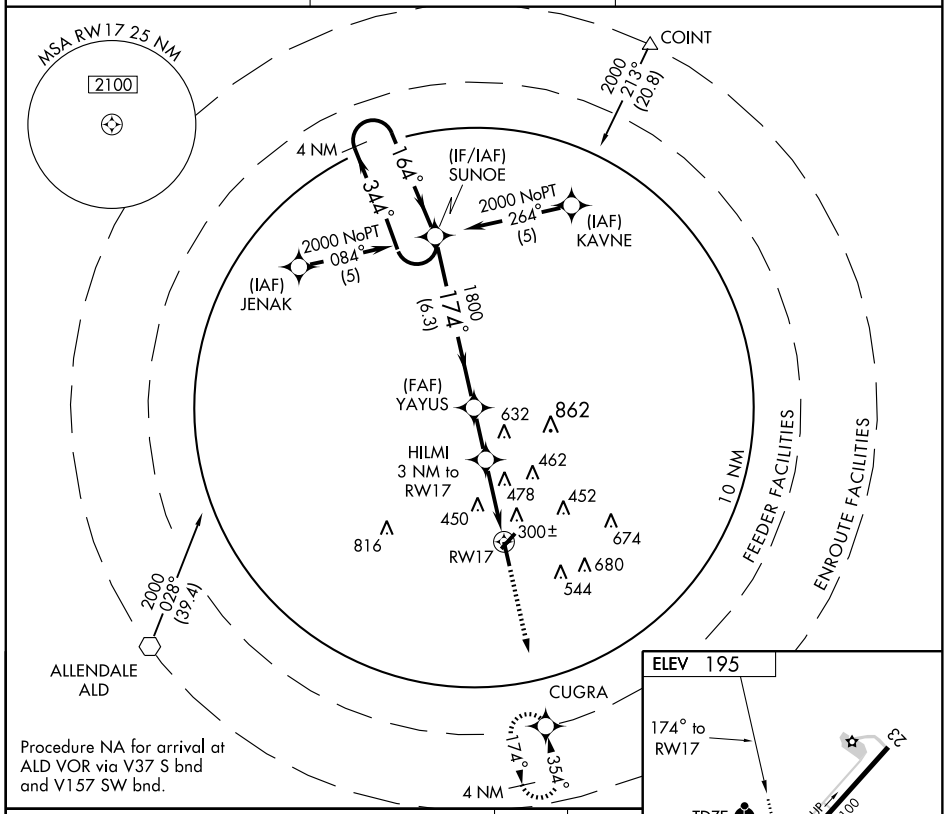
RNAV (GPS) RWY 17
ORANGEBURG MUNI (OGB)

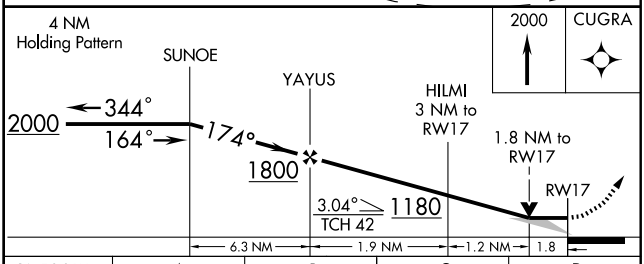
If local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDAs 80 feet. VDP NA when using Columbia Metropolitan altimeter setting. DME/DME RNP -0.3 NA.

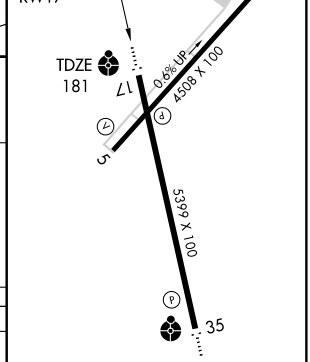
ODALS

MISSED APPROACH: Climb to 2000 direct CUGRA and hold.

ASOS	COLUMBIA APP CON	UNICOM
118.525	124.15 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	780-1 599 (600-1)		780-1½ 599 (600-1½)	780-1¾ 599 (600-1¾)
CIRCLING	780-1 585 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)

SE-2. 17 DEC 2009 to 14 JAN 2010

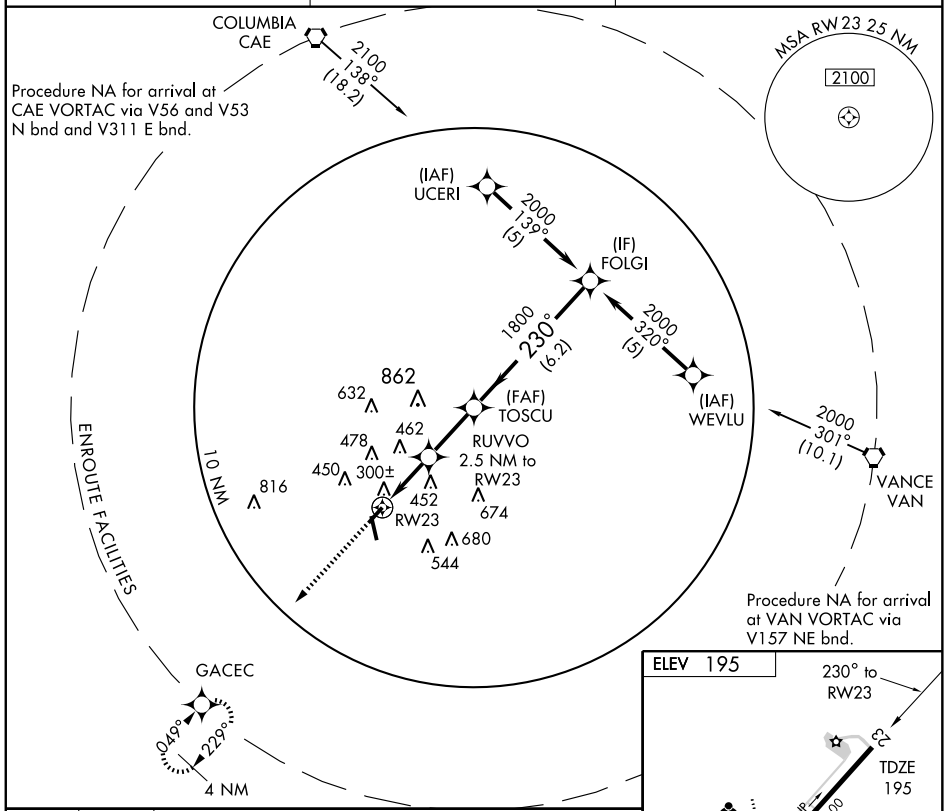
APP CRS	Rwy Idg	4500
230°	TDZE	195
	Apt Elev	195

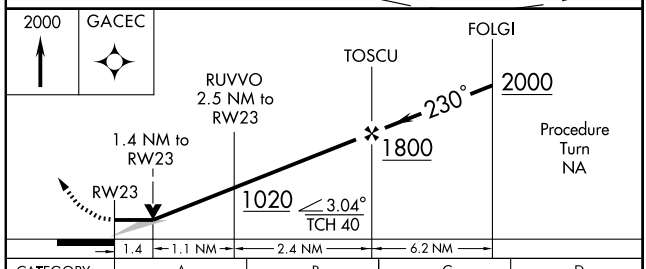
RNAV (GPS) RWY 23
ORANGEBURG MUNI (OGB)

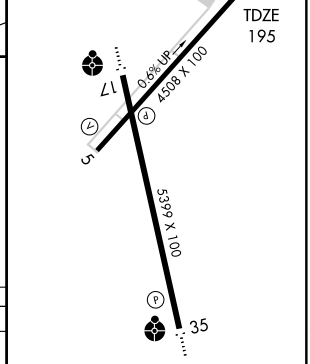
If local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDAs 80 feet. VDP NA when using Columbia Metropolitan altimeter setting. DME/DME RNP-0.3 NA. Straight-in procedure NA at night.

MISSED APPROACH: Climb to 2000 direct GACEC and hold.

ASOS	COLUMBIA APP CON	UNICOM
118.525	124.15 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	680-1	485 (500-1)	680-1¼ 485 (500-1¼)	680-1½ 485 (500-1½)
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)

REIL Rwy 17 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5401
354°	TDZE	186
	Apt Elev	195

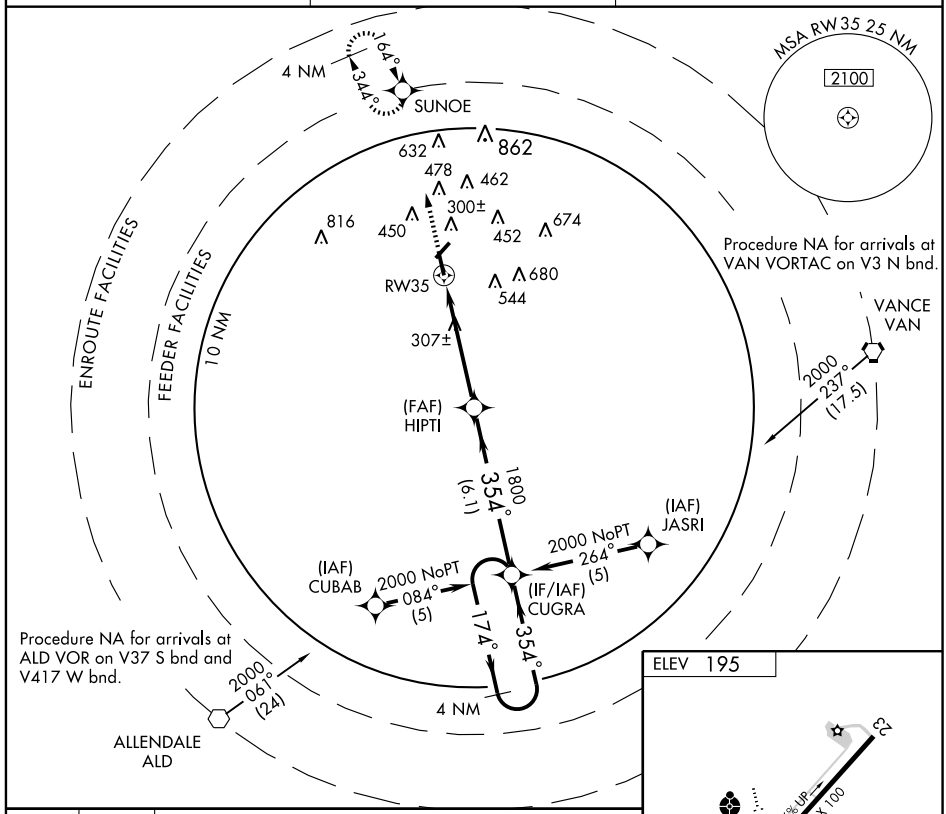
RNAV (GPS) RWY 35
ORANGEBURG MUNI (OGB)

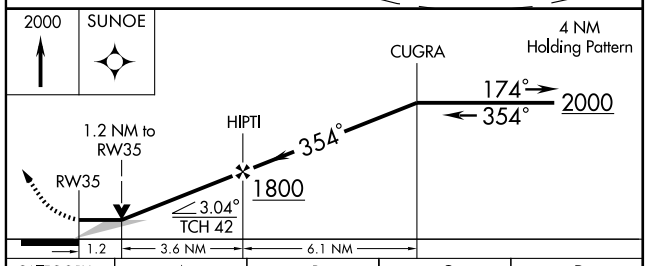
If local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDAs 80 feet. Inoperative table does not apply. VDP NA when using Columbia Metropolitan altimeter setting. DME/DME RNP-0.3 NA.

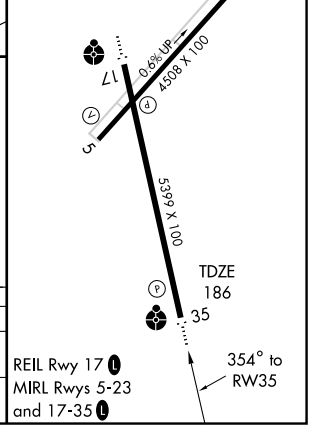
ODALS

MISSED APPROACH: Climb to 2000 direct SUNOE and hold.

ASOS	COLUMBIA APP CON	UNICOM
118.525	124.15 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	620-1 434 (500-1)		620-1¼ 434 (500-1¼)	620-1½ 434 (500-1½)
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB PYG 270	APP CRS 222°	Rwy Idg 3395 TDZE 569 Apt Elev 569

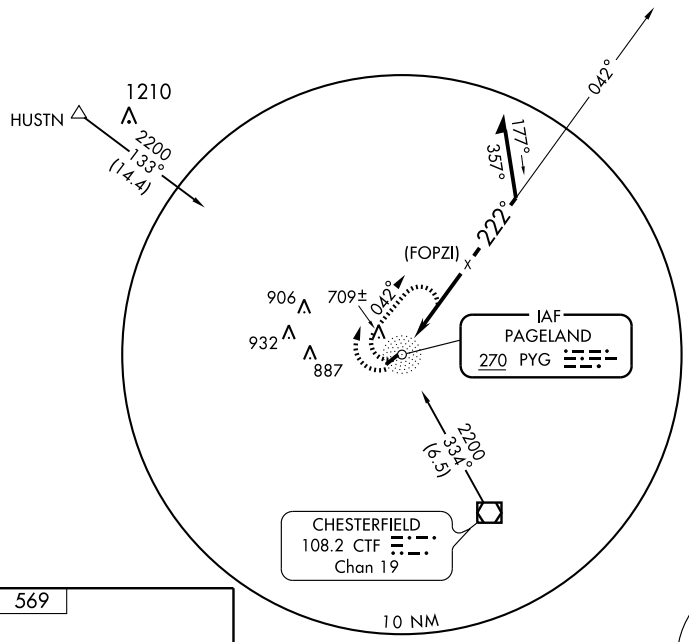
NDB or GPS RWY 23
PAGELAND (PYG)

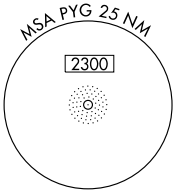
NA

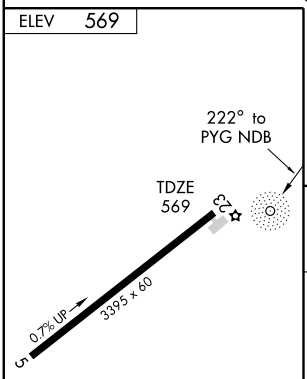
Use Charlotte altimeter setting.

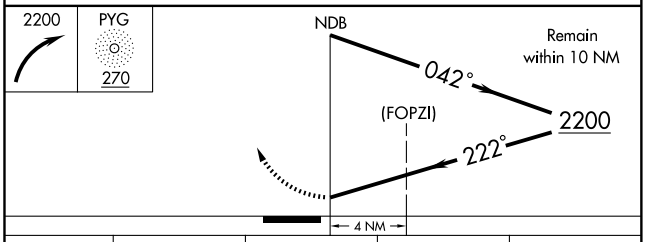
MISSED APPROACH: Climbing right turn to 2200 in PYG NDB holding pattern.

CHARLOTTE APP CON	(CTAF)
120.05 307.8	122.9









CATEGORY	A	B	C	D
S-23	1240-1 671 (700-1)		1240-2 671 (700-2)	NA
CIRCLING	1240-1 671 (700-1)		1240-2 671 (700-2)	NA

MIRL Rwy 5-23
REIL Rwy 5-23

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC CAE 114.7 Chan 94	APP CRS 250°	Rwy Idg N/A TDZE N/A Apt Elev 452

VOR or GPS-A

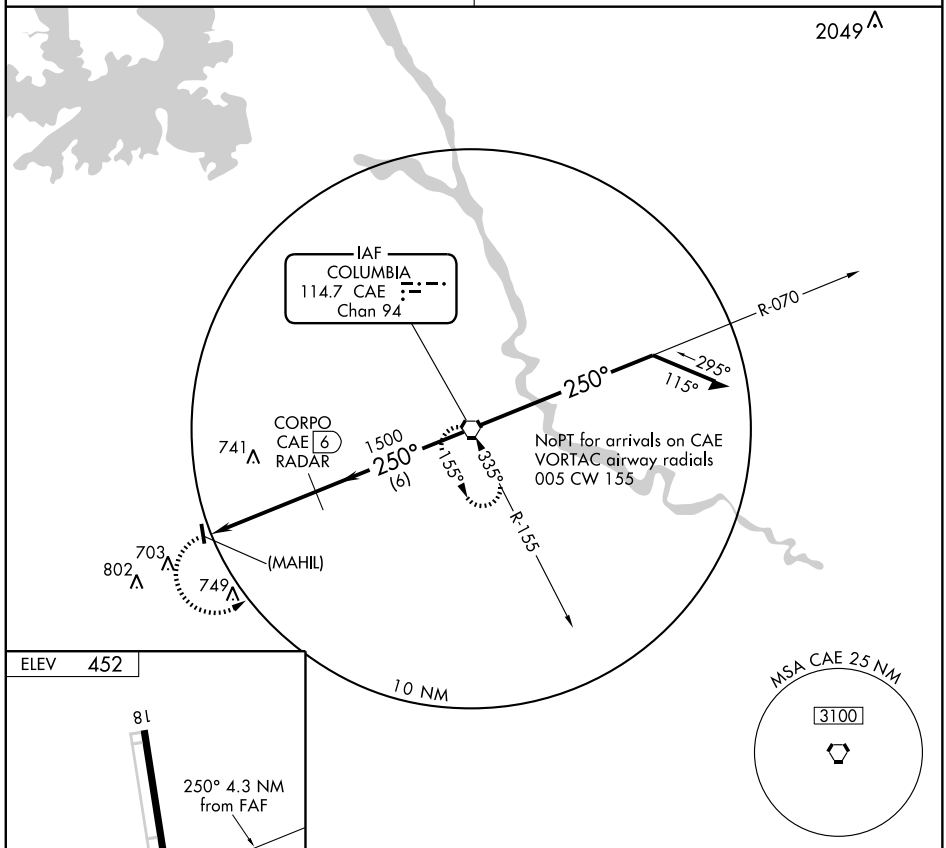
PELION/ LEXINGTON COUNTY AT PELION (6J0)

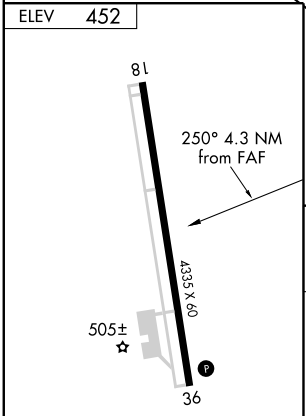
Use Columbia altimeter setting.
DME or RADAR REQUIRED

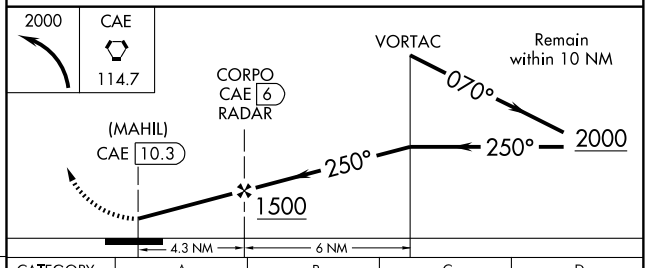
MISSED APPROACH: Climbing left turn to 2000 direct CAE VORTAC and hold.

COLUMBIA APP CON
124.15 338.2

UNICOM
122.8 (CTAF) L







FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
CIRCLING	940-1 488 (500-1)		NA	

SE-2, 17 DEC 2009 to 14 JAN 2010

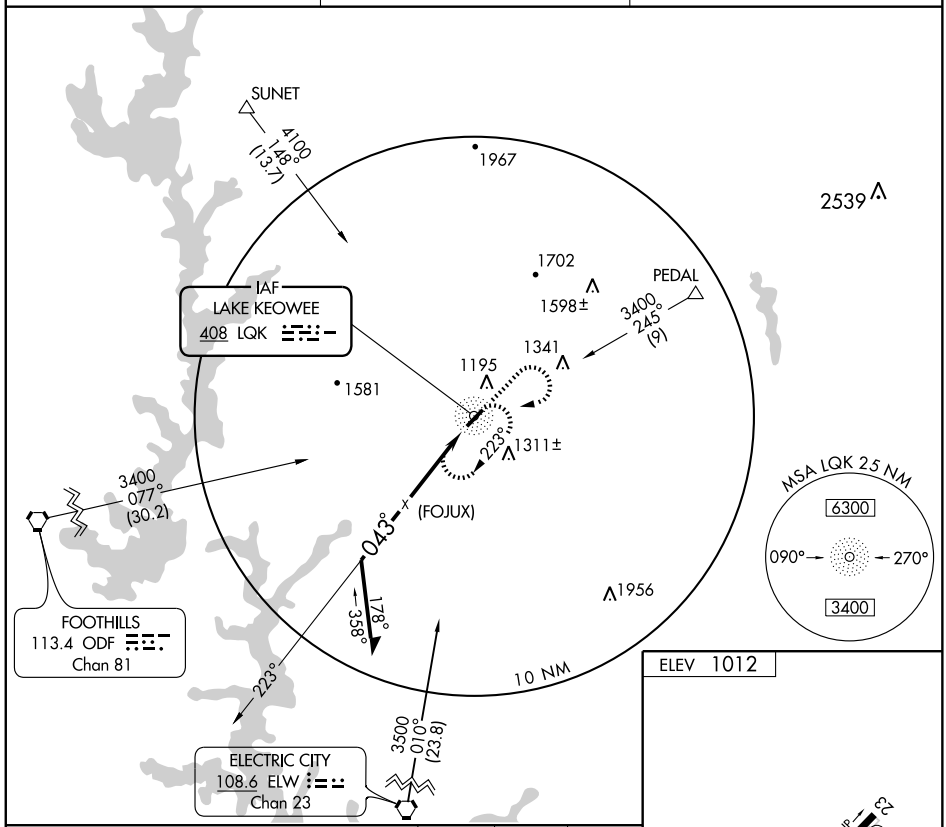
NDB LQK 408	APP CRS 043°	Rwy Idg 5002 TDZE 994 Apt Elev 1012

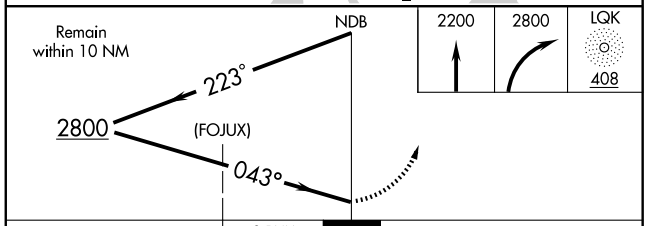
NDB or GPS RWY 5
PICKENS COUNTY (LQK)

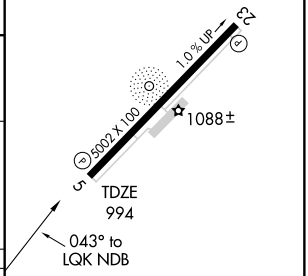
▼ △ NA — If local altimeter setting not received, use Anderson altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2200 then climbing right turn to 2800 direct to LQK NDB and hold.

AWOS-3	GREER APP CON ★	UNICOM
120.0	118.8 385.4	122.8 (CTAF) Ⓛ







CATEGORY	A	B	C	D
S-5	1600-1 606 (600-1)		1600-1¾ 606 (600-1¾)	1600-2 606 (600-2)
CIRCLING	1600-1 588 (600-1)		1600-1¾ 588 (600-1¾)	1660-2 648 (700-2)

MIRL Rwy 5-23 Ⓛ

SE-2, 17 DEC 2009 to 14 JAN 2010

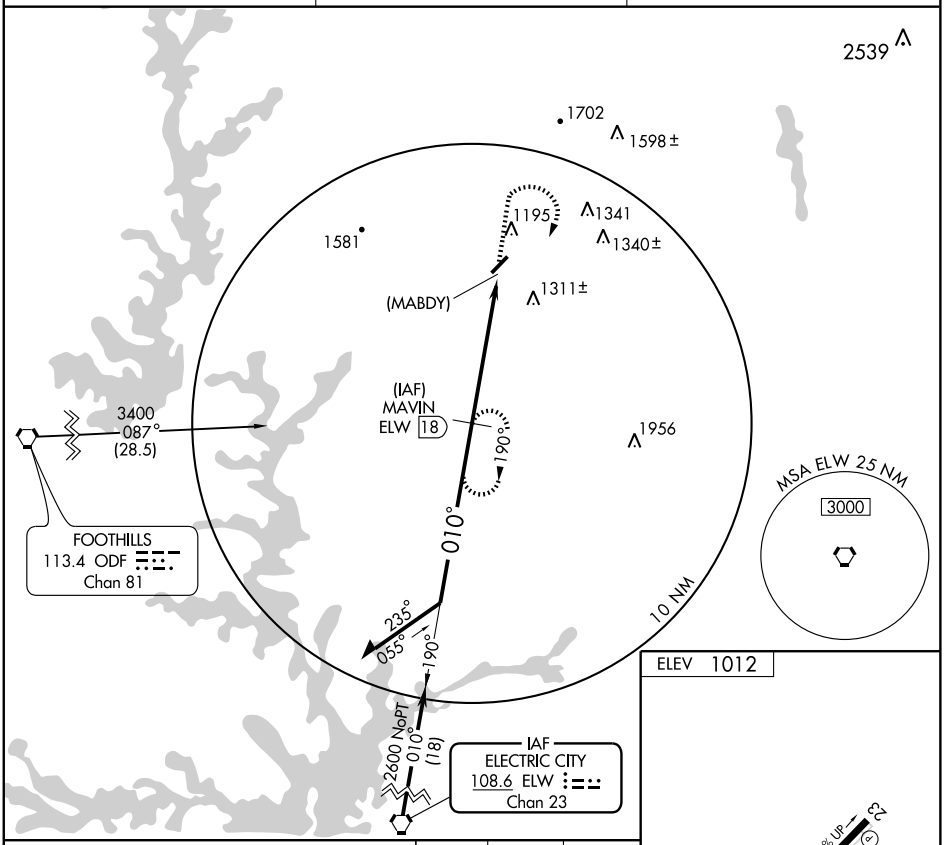
VORTAC ELW	APP CRS	Rwy Idg	N/A
108.6	010°	TDZE	N/A
Chan 23		Apt Elev	1012

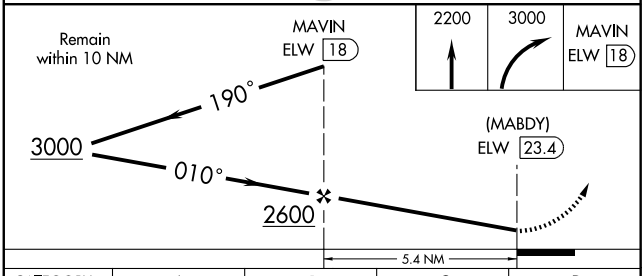
VOR/DME or GPS-A
PICKENS COUNTY (LQK)

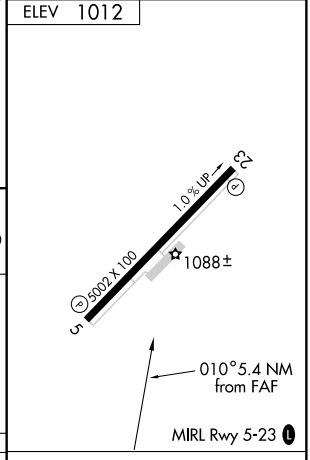
If local altimeter setting not received, use Anderson altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 direct MAVIN ELW 18 DME and hold.

AWOS-3	GREER APP CON ★	UNICOM
120.0	118.8 385.4	122.8 (CTAF) L







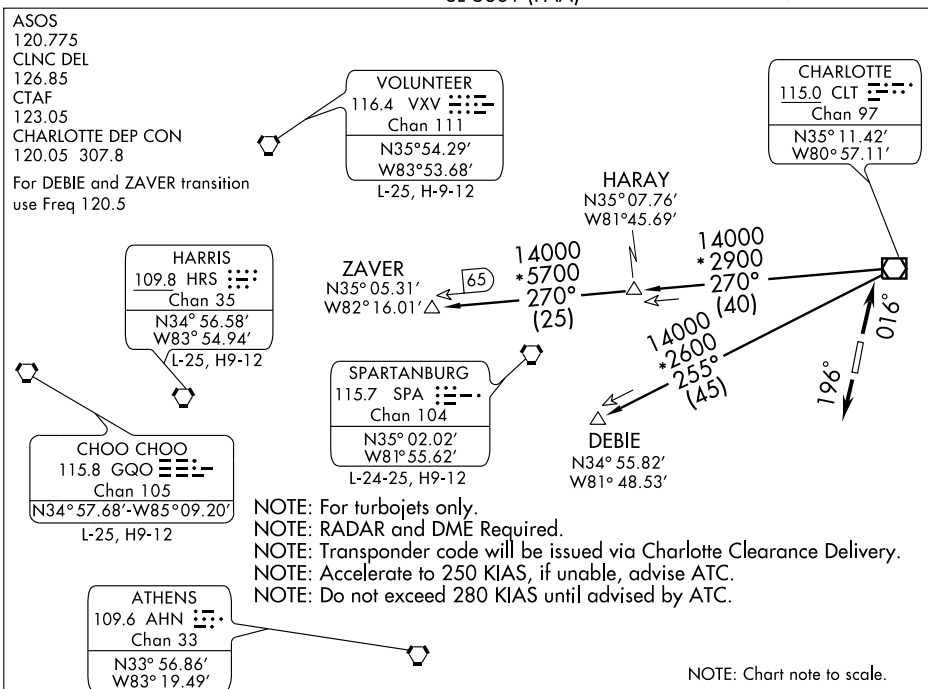
CATEGORY	A	B	C	D
CIRCLING	1620-1 608 (700-1)	1620-1¼ 608 (700-1¼)	1620-1¾ 608 (700-1¾)	1660-2 648 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

BOBCAT TWO DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA)
ROCK HILL, SOUTH CAROLINA



NOTE: For turbojets only.
NOTE: RADAR and DME Required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

NOTE: Chart note to scale.

TAKEOFF MINIMUMS:

RWY 2, 200-1¼ or Standard with minimum climb of 231 feet per NM to 900, or alternatively, with Standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1700 feet prior to departure end of runway.
RWY 20, Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016°. Thence....

TAKEOFF RWY 20: Climb heading 196°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB2.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.

HARAY TRANSITION (BOB2.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY INT. Thence as filed.

ZAVER TRANSITION (BOB2.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER INT. Thence as filed.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

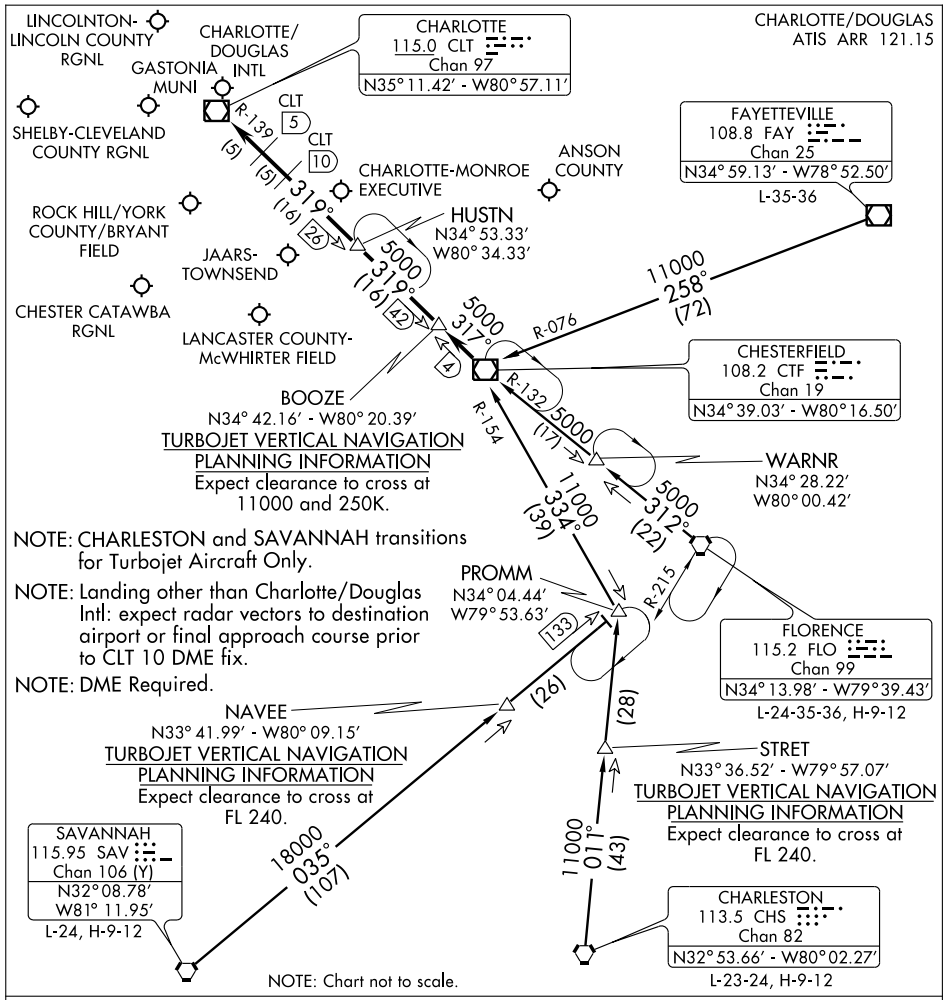
TAKEOFF OBSTACLE NOTES:

NOTE: RWY2, Trees beginning 1380 feet from DER, 166 feet left of centerline, up to 100 feet AGL/729 feet MSL. Powerline tower 5476 feet from DER, 780 feet left of centerline, 180 feet AGL/819 feet MSL. Vehicle on road and trees beginning 12 feet from DER, 448 feet right of centerline, up to 100 feet AGL/759 feet MSL. Trees beginning 1856 feet from DER, 26 feet right of centerline, up to 100 feet AGL/739 feet MSL. Powerline tower 4535 feet from DER, 1712 feet right of centerline, 180 feet AGL/789 feet MSL.

NOTE: RWY20, Trees beginning 984 feet from DER, 704 feet left of centerline, up to 100 feet AGL/779 feet MSL. Trees beginning 2342 feet from DER, 64 feet left of centerline, up to 100 feet AGL/788 feet MSL. Terrain beginning 208 feet from DER, 275 feet right of centerline, up to 0 feet AGL/688 feet MSL. Trees beginning 1520 feet from DER, 747 feet right of centerline, up to 100 feet AGL/788 feet MSL. Trees beginning 2708 feet from DER, 3 feet right of centerline, up to 100 feet AGL/763 feet MSL.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

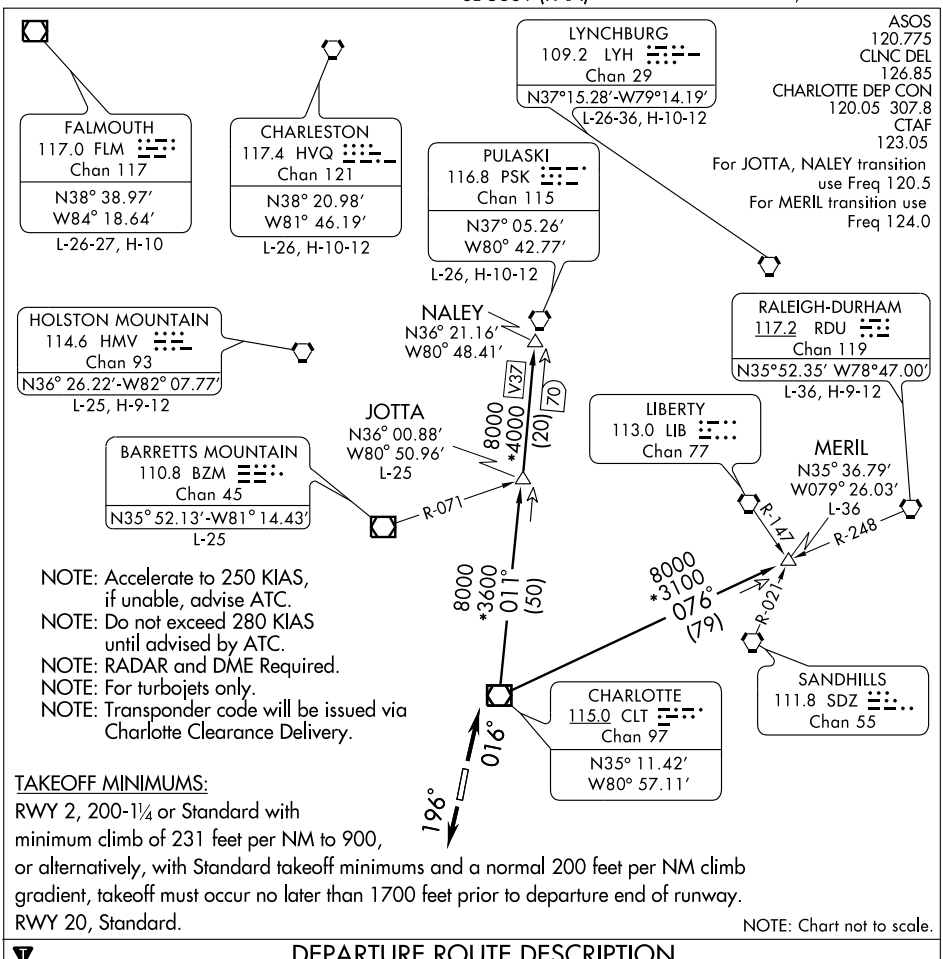
(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 17 DEC 2009 to 14 JAN 2010

HORNET FOUR DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA)
ROCK HILL, SOUTH CAROLINA



NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:
RWY 2, 200-1¼ or Standard with minimum climb of 231 feet per NM to 900, or alternatively, with Standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1700 feet prior to departure end of runway.
RWY 20, Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016°. Thence....
TAKEOFF RWY 20: Climb heading 196°. Thence....
....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR4.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA INT. Thence as filed.
MERIL TRANSITION (HOR4.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL INT. Thence as filed.
NALEY TRANSITION (HOR4.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY INT. Thence as filed.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

HORNET FOUR DEPARTURE

TAKEOFF OBSTACLE NOTES:

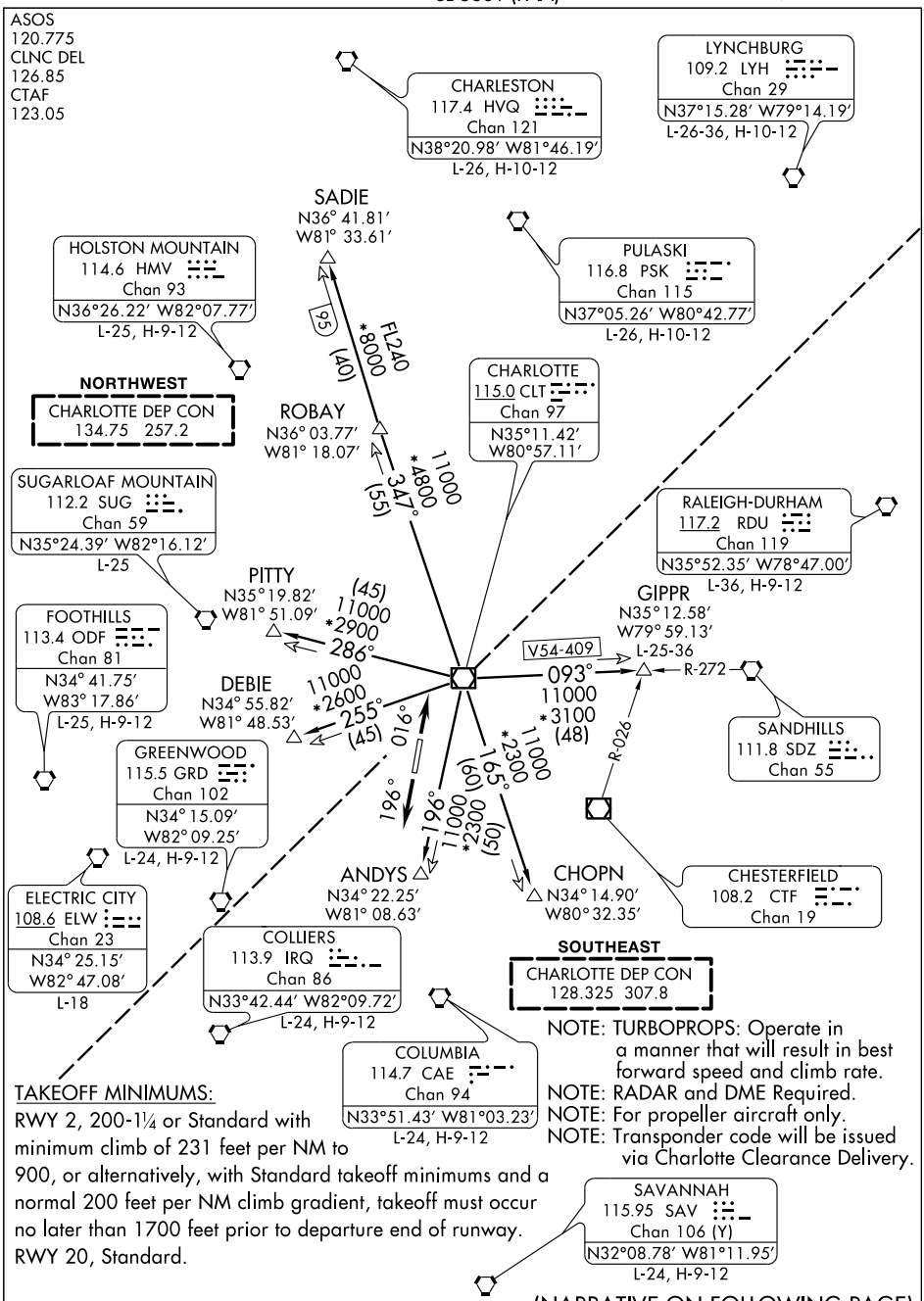
NOTE: RWY2, Trees beginning 1380 feet from DER, 166 feet left of centerline, up to 100 feet AGL/729 feet MSL. Powerline tower 5476 feet from DER, 780 feet left of centerline, 180 feet AGL/819 feet MSL. Vehicle on road and trees beginning 12 feet from DER, 448 feet right of centerline, up to 100 feet AGL/759 feet MSL. Trees beginning 1856 feet from DER, 26 feet right of centerline, up to 100 feet AGL/739 feet MSL. Powerline tower 4535 feet from DER, 1712 feet right of centerline, 180 feet AGL/789 feet MSL.

NOTE: RWY20, Trees beginning 984 feet from DER, 704 feet left of centerline, up to 100 feet AGL/779 feet MSL. Trees beginning 2342 feet from DER, 64 feet left of centerline, up to 100 feet AGL/788 feet MSL. Terrain beginning 208 feet from DER, 275 feet right of centerline, up to 0 feet AGL/688 feet MSL. Trees beginning 1520 feet from DER, 747 feet right of centerline, up to 100 feet AGL 788 feet MSL. Trees beginning 2708 feet from DER, 3 feet right of centerline, up to 100 feet AGL/763 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

HUGO EIGHT DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA)
ROCK HILL, SOUTH CAROLINA



NOTE: TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.
NOTE: RADAR and DME Required.
NOTE: For propeller aircraft only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:

RWY 2, 200-1¼ or Standard with minimum climb of 231 feet per NM to 900, or alternatively, with Standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1700 feet prior to departure end of runway.
RWY 20, Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016°. Thence....
TAKEOFF RWY 20: Climb heading 196°. Thence....
....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
CHOPN TRANSITION (HUG8.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN INT. Thence as filed.
DEBIE TRANSITION (HUG8.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
GIPPR TRANSITION (HUG8.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR INT. Thence as filed.
PITTY TRANSITION (HUG8.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY INT. Thence as filed.
ROBAY TRANSITION (HUG8.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY INT. Thence as filed.
SADIE TRANSITION (HUG8.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:
NOTE: RWY2, Trees beginning 1380 feet from DER, 166 feet left of centerline, up to 100 feet AGL/729 feet MSL. Powerline tower 5476 feet from DER, 780 feet left of centerline, 180 feet AGL/819 feet MSL. Vehicle on road and trees beginning 12 feet from DER, 448 feet right of centerline, up to 100 feet AGL/759 feet MSL. Trees beginning 1856 feet from DER, 26 feet right of centerline, up to 100 feet AGL/739 feet MSL. Powerline tower 4535 feet from DER, 1712 feet right of centerline, 180 feet AGL/789 feet MSL.
NOTE: RWY20, Trees beginning 984 feet from DER, 704 feet left of centerline, up to 100 feet AGL/779 feet MSL. Trees beginning 2342 feet from DER, 64 feet left of centerline, up to 100 feet AGL/788 feet MSL. Terrain beginning 208 feet from DER, 275 feet right of centerline, up to 0 feet AGL/688 feet MSL. Trees beginning 1520 feet from DER, 747 feet right of centerline, up to 100 feet AGL/788 feet MSL. Trees beginning 2708 feet from DER, 3 feet right of centerline, up to 100 feet AGL/763 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-UZA	APP CRS	Rwy Idg	5500
108.5	016°	TDZE	667
		Apt Elev	667

ILS or LOC RWY 2

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

T A NA — When local altimeter setting not received, use Charlotte, NC altimeter setting and increase DA to 913 feet and all MDAs 60 feet, increase S-LOC 2 Cat D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct RALLY LOM and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
120.775	120.05 307.8	126.85	123.05 (CTAF) L

ADF REQUIRED

CHARLOTTE 115.0 CLT Chan 97

LOCALIZER 108.5 I-UZA

LOM/IAF RALLY 227 UZ

ALTERNATE MISSED APCH FIX

CHARLOTTE 115.0 CLT Chan 97

R-011 191° 011°

2500 205° (19.1)

1039 717 840 841 820 961 1289

016° 151° 331° 196°

10 NM

MSA UZ 25 NM 3800

Remain within 10 NM

VGSI and ILS glidepath not coincident.

LOM 196° 2494 2500 016° 016° 2500

GS 3.00° TCH 41

5.5 NM

1500 2500 RALLY 227

ELEV 667

20 685 5500 X 100 TDZE 667 2 016° 5.5 NM from FAF

MIRL Rwy 2-20 L

CATEGORY	A	B	C	D
S- ILS 2	867-½ 200 (200-½)			
S- LOC 2	1080-½ 413 (500-½)		1080-¾ 413 (500-¾)	
CIRCLING	1140-1 473 (500-1)		1200-1½ 533 (600-1½)	1220-2 553 (600-2)

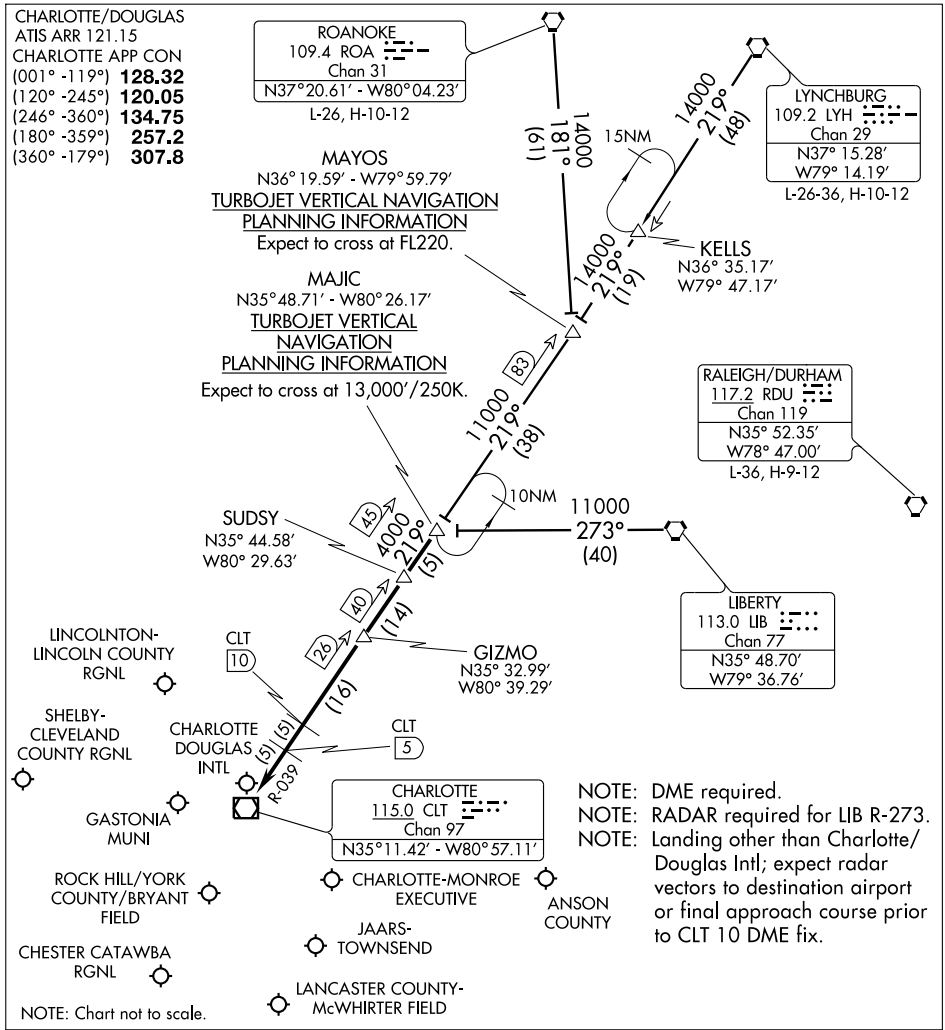
FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-2. 17 DEC 2009 to 14 JAN 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

(PAN8.PAN) 08325

PANTHER EIGHT DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA)
ROCK HILL, SOUTH CAROLINA

ASOS
120.775
CLNC DEL
126.85
CTAF
123.05
CHARLOTTE DEP CON
120.05 307.8

For ANDYS, Columbia, LILLS and Taylor transitions use Freq 124.0

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42′W80°57.11′

LILLS
N34° 56.13′
W79° 55.81′
L-25-35-36

SANDHILLS
111.8 SDZ
Chan 55

FAYETTEVILLE
108.8 FAY
Chan 25

FLORENCE
115.2 FLO
Chan 99

ANDYS
N34° 22.25′
W81° 08.63′

BUCKL
N34° 31.50′
W80° 52.89′

COLLIERS
113.9 IRQ
Chan 86

COLUMBIA
114.7 CAE
Chan 94
N33° 51.43′
W81° 03.23′
L-24, H-9-12

VANCE
110.4 VAN
Chan 41

TREAL
N33° 04.18′
W81° 26.46′

DUNKN
N31° 58.70′
W81° 57.93′

SAVANNAH
115.95 SAV
Chan 106 (Y)

TAYLOR
112.9 TAY
Chan 76
N30° 30.28′
W82° 33.17′
L-21-24, H-8

CRAIG
114.5 CRG
Chan 92

R-228
R-271
R-345
R-056
R-014
R-205
R-178
R-227
R-262
R-350
R-022

J29
J22
J75

TAKEOFF MINIMUMS:
RWY 2, 200-1¼ or Standard with minimum climb of 231′ per NM to 900, or alternatively, with Standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1700′ prior to departure end of runway. RWY 20, Standard.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

PANTHER EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

▼

TAKEOFF RWY 2: Climb heading 016°. Thence....
TAKEOFF RWY 20: Climb heading 196°. Thence....
....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
COLUMBIA TRANSITION (PAN8.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC. Thence as filed.
LILLS TRANSITION (PAN8.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS INT. Thence as filed.
TAYLOR TRANSITION (PAN8.TAY): From over CLT VOR/DME via CLT R-196 to CAE R-205 and TAY R-022 to TAY VORTAC. Thence as filed.

TAKEOFF OBSTACLE NOTES:
NOTE: RWY2, Trees beginning 1380 feet from DER, 166 feet left of centerline, up to 100 feet AGL/729 feet MSL. Powerline tower 5476 feet from DER, 780 feet left of centerline, 180 feet AGL/819 feet MSL. Vehicle on road and trees beginning 12 feet from DER, 448 feet right of centerline, up to 100 feet AGL/759 feet MSL. Trees beginning 1856 feet from DER, 26 feet right of centerline, up to 100 feet AGL/739 feet MSL. Powerline tower 4535 feet from DER, 1712 feet right of centerline, 180 feet AGL/789 feet MSL.
NOTE: RWY20, Trees beginning 984 feet from DER, 704 feet left of centerline, up to 100 feet AGL/779 feet MSL. Trees beginning 2342 feet from DER, 64 feet left of centerline, up to 100 feet AGL/788 feet MSL. Terrain beginning 208 feet from DER, 275 feet right of centerline, up to 0 feet AGL/688 feet MSL. Trees beginning 1520 feet from DER, 747 feet right of centerline, up to 100 feet AGL/788 feet MSL. Trees beginning 2708 feet from DER, 3 feet right of centerline, up to 100 feet AGL/763 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5500
016°	TDZE	667
	Apt Elev	667

RNAV (GPS) RWY 2

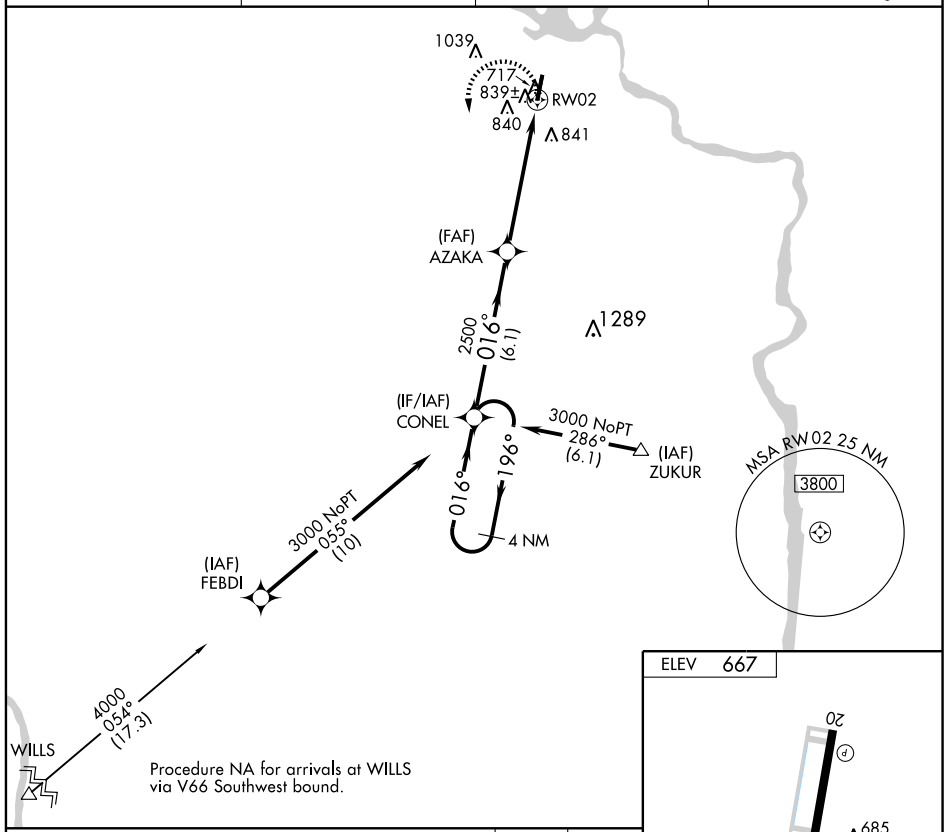
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

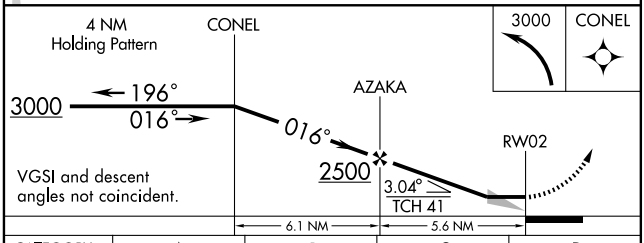
For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. When local altimeter setting not received, use Charlotte, NC altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

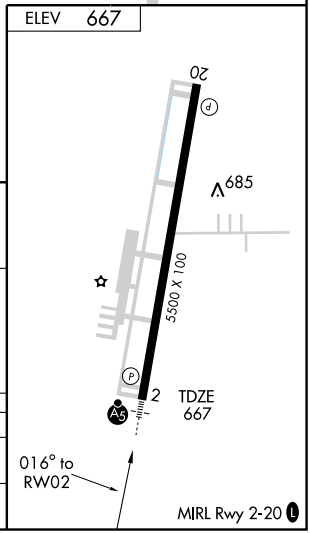
MALSR

MISSED APPROACH: Climbing left turn to 3000 direct CONEL and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
120.775	120.05 307.8	126.85	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-¾ 433 (500-¾)			1100-1 433 (500-1)
CIRCLING	1140-1 473 (500-1)		1200-1½ 533 (600-1½)	1220-2 553 (600-2)

MIRL Rwy 2-20 L

SE-2. 17 DEC 2009 to 14 JAN 2010

ROCK HILL, SOUTH CAROLINA AL-5361 (FAA)

APP CRS	Rwy Idg	5500
196°	TDZE	662
	Apt Elev	667

RNAV (GPS) RWY 20

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

When local altimeter setting not received, use Charlotte, NC altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CONEL and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
120.775	120.05 307.8	126.85	123.05 (CTAF) L

RADAR REQUIRED

1538

(IF) CESOX

2300 196° (6.1)

(FAF) TIPDY 949±

919±

1039

RW20

717±

840

869±

841

CONEL 196° 016° 4 NM

MSA RW 20 25 NM
3800

ELEV 667

196° to RW20

20 TDZE 662

685

5500 X 100

2

MIRL Rwy 2-20 L

3000 CONEL

TIPDY 196° 2300 CESOX 2300

RW20

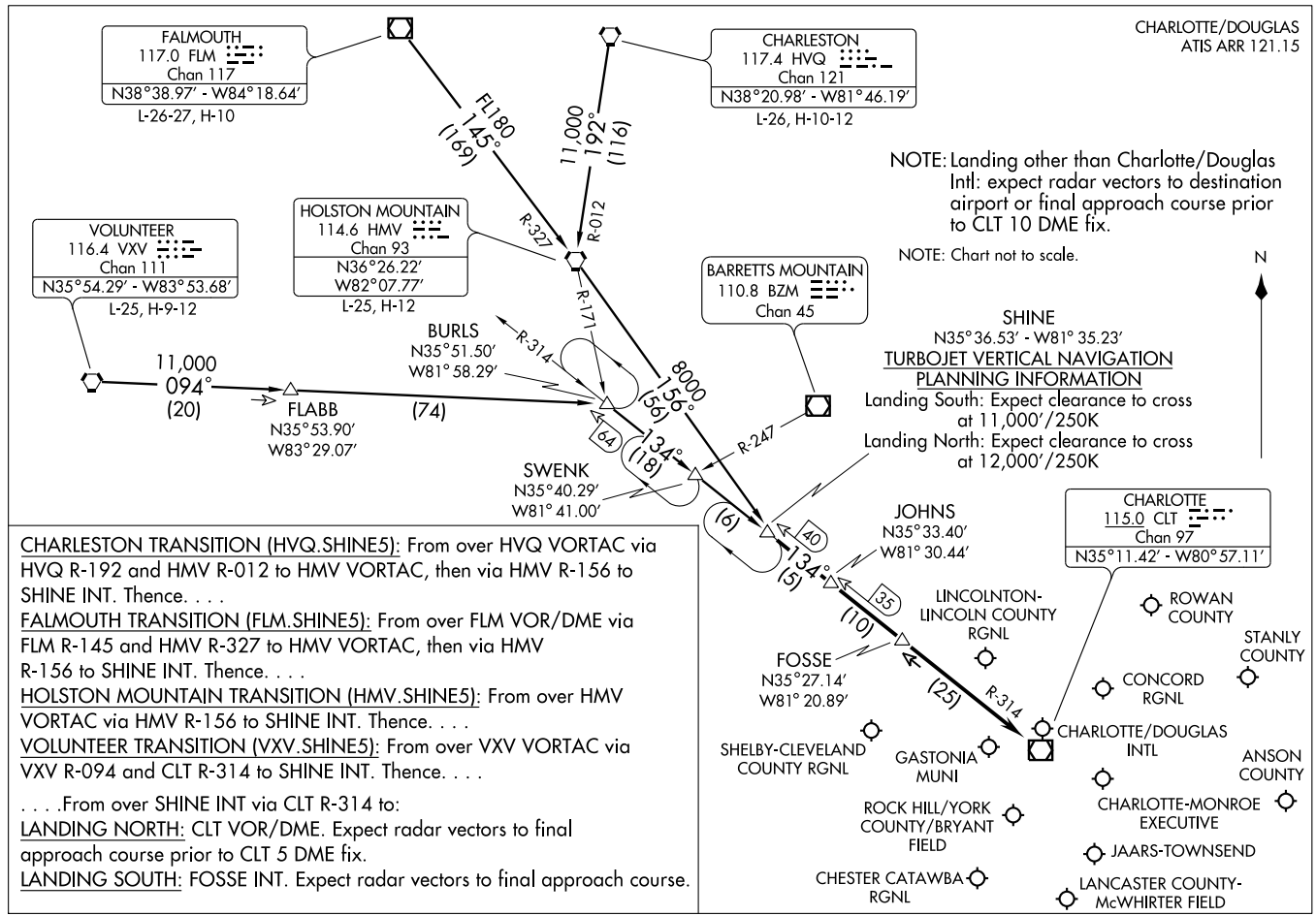
3.04°
TCH 40

VGSI and descent angles not coincident.

5 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1180-1	518 (600-1)	1180-1½ 518 (600-1½)	1180-1¾ 518 (600-1¾)
CIRCLING	1180-1	513 (600-1)	1200-1½ 533 (600-1½)	1220-2 553 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

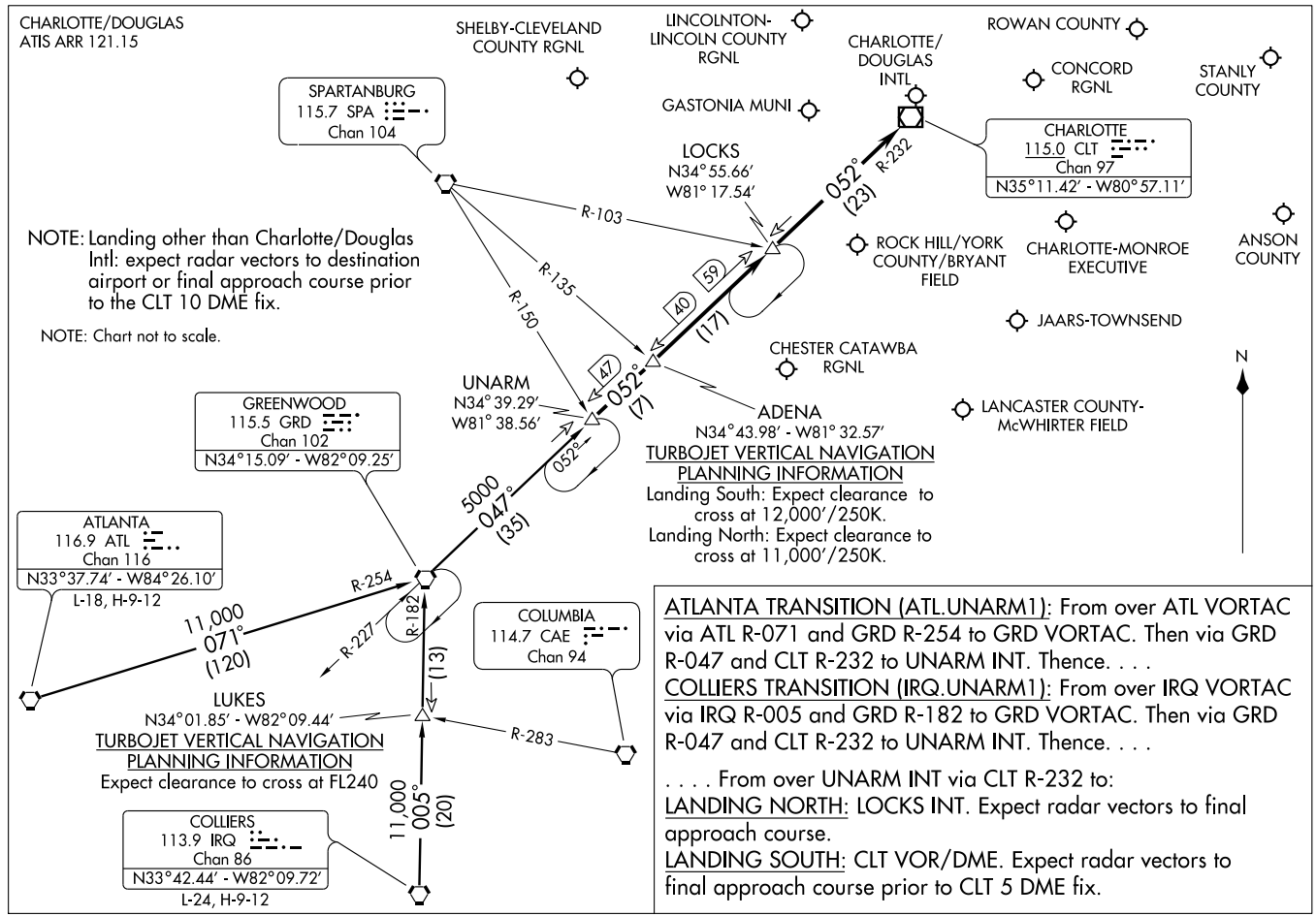
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LOC I-SPA	APP CRS	Rwy Idg	5202
109.1	047°	TDZE	803
		Apt Elev	803

ILS or LOC RWY 5

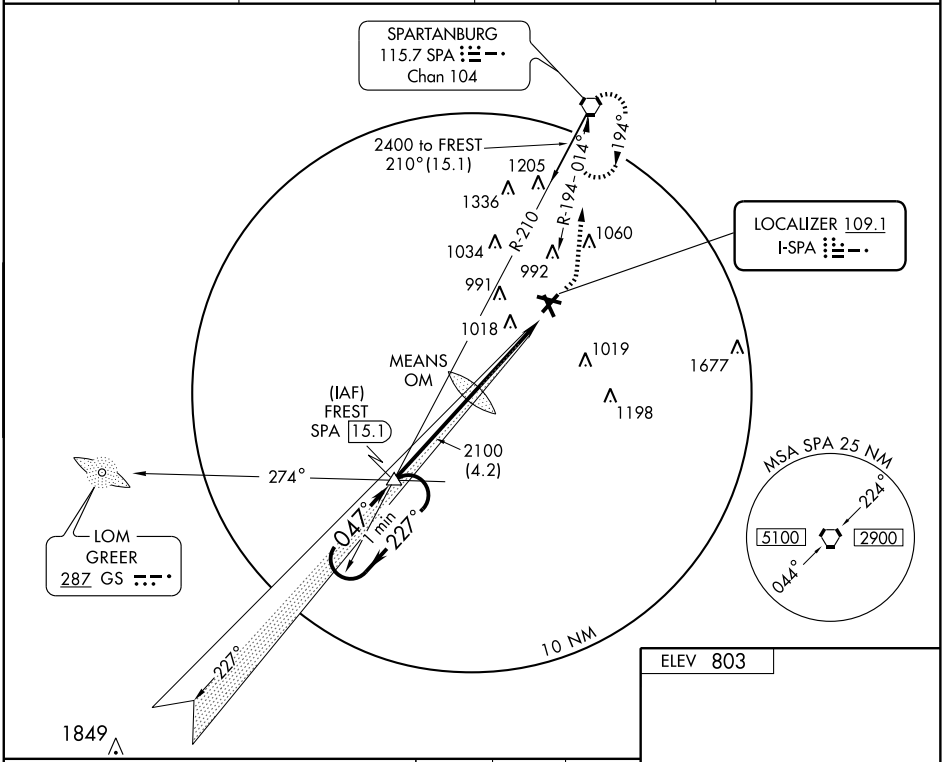
SPARTANBURG DOWNTOWN MEMORIAL (SPA)

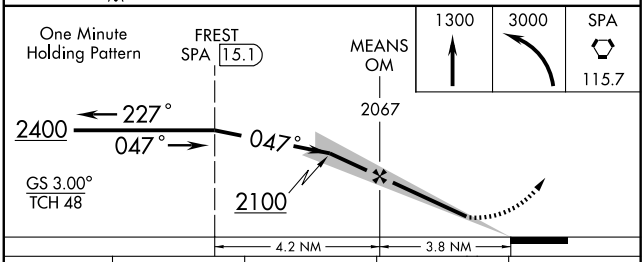
When MALSR inop, increase S-LOC 5 Cat A/B visibility to 1 mile. Inoperative table does not apply to S-ILS 5. Visibility reduction by helicopters NA. ADF OR DME REQUIRED

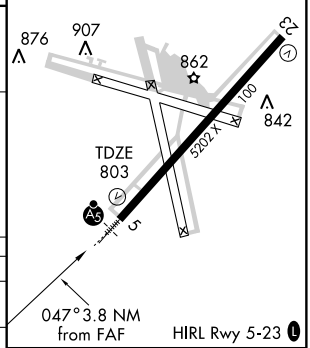
MALSR

MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 direct SPA VORTAC and hold.

AWOS-3	GREER APP CON ★	CLNC DEL	UNICOM
133.925	119.4 350.2	120.55	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS-5	1003-¾ 200 (200-¾)			
S-LOC MDA	1280-¾ 477 (500-¾)			1280-1 477 (500-1)
CIRCLING	1320-1 517 (600-1)		1320-1½ 517 (600-1½)	1420-2 617 (700-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB FRT	APP CRS	Rwy Idg	N/A
248	063°	TDZE	N/A
		Apt Elev	803

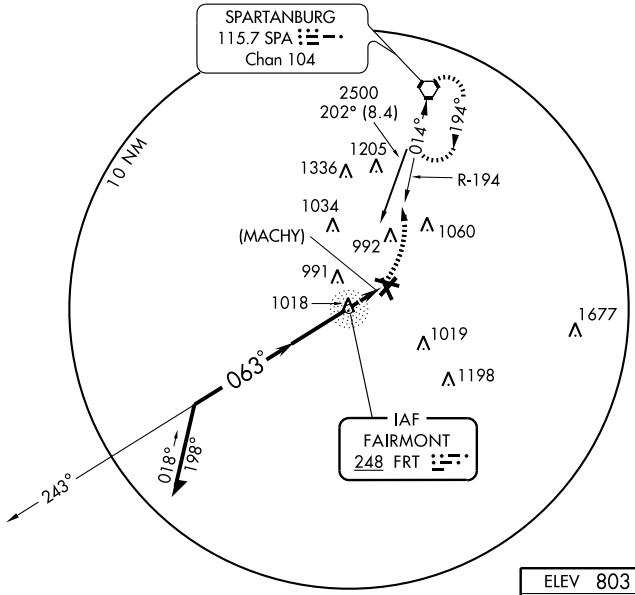
NDB or GPS-A

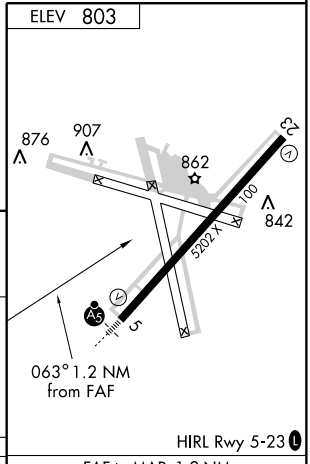
SPARTANBURG DOWNTOWN MEMORIAL (SPA)

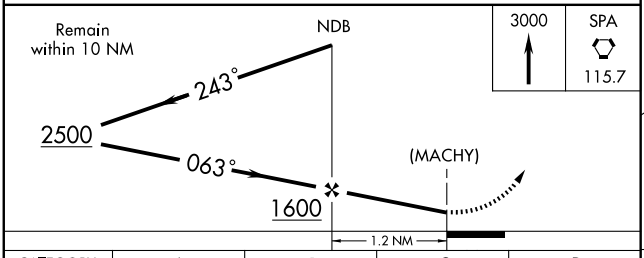
NA

MISSED APPROACH: Climb to 3000 direct SPA VORTAC and hold.

AWOS-3	GREER APP CON ★	CLNC DEL	UNICOM
133.925	119.4 350.2	120.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1320-1 517 (600-1)		1320-1½ 517 (600-1½)	1420-2 617 (700-2)

FAF to MAP 1.2 NM					
Knots	60	90	120	150	180
Min:Sec	1:12	0:48	0:36	0:29	0:24

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3201
052°	TDZE	84
	Apt Elev	85

RNAV (GPS) RWY 5
ST. GEORGE (6J2)

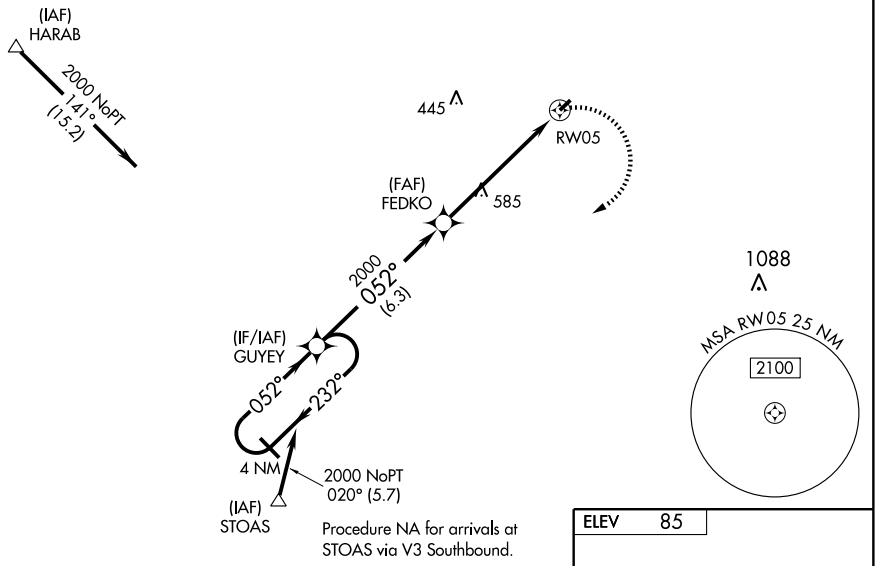
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Summerville altimeter setting; when not received, use Charleston altimeter setting and increase all MDAs 40 feet, increase LNAV/Circling Cat C and D visibilities ¼ mile.

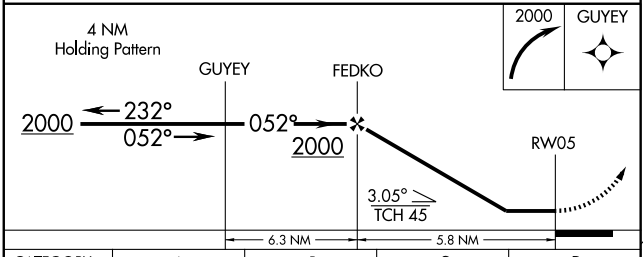
MISSED APPROACH: Climbing right turn to 2000 direct GUYEY and hold.

CHARLESTON APP CON	UNICOM
120.7 306.925	**122.8** (CTAF)

Procedure NA for arrivals atHARAB via V18 Northwest bound.

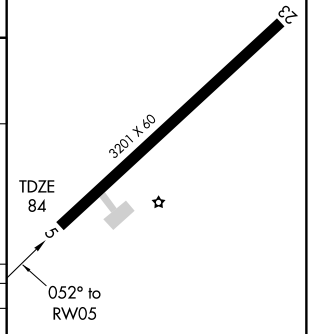


Procedure NA for arrivals at STOAS via V3 Southbound.



CATEGORY	A	B	C	D
LNAV MDA	940-1 856 (900-1)	940-1¼ 856 (900-1¼)	940-2½ 856 (900-2½)	940-2¾ 856 (900-2¾)
CIRCLING	940-1 855 (900-1)	940-1¼ 855 (900-1¼)	940-2½ 855 (900-2½)	940-2¾ 855 (900-2¾)

ELEV 85



LIRL Rwy 5-23

SE-2. 17 DEC 2009 to 14 JAN 2010

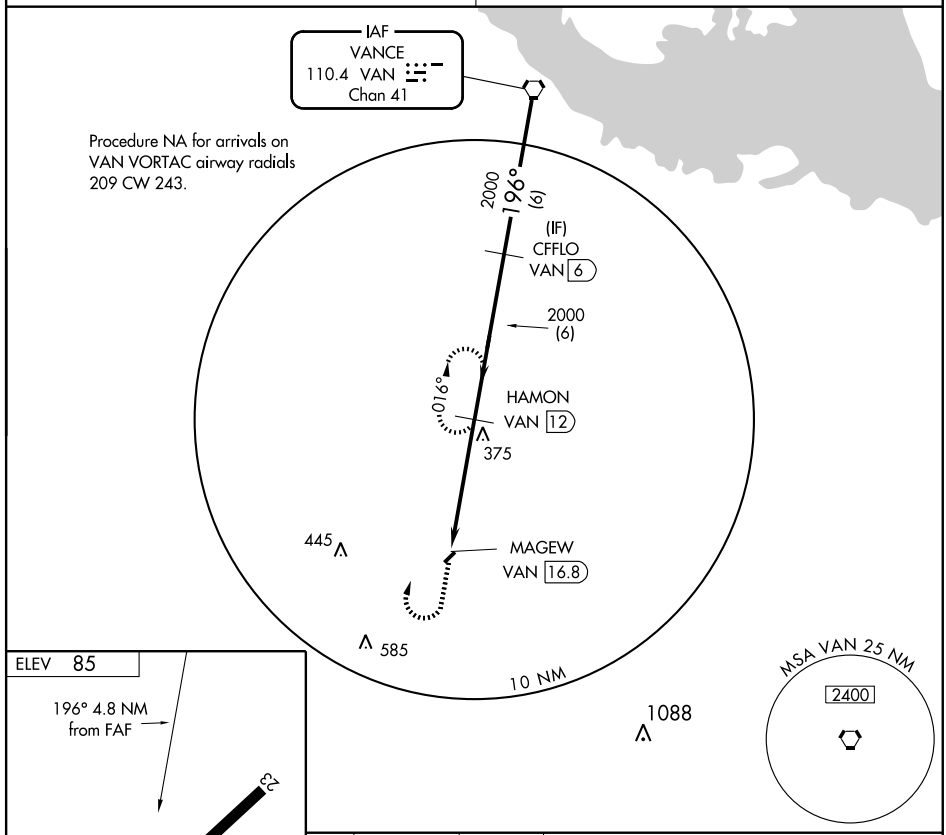
VORTAC VAN 110.4 Chan 41	APP CRS 196°	Rwy Idg N/A TDZE N/A Apt Elev 85

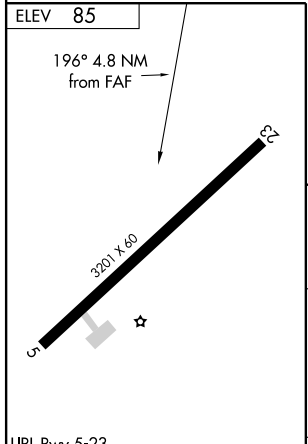
VOR/DME-A
ST. GEORGE (6J2)

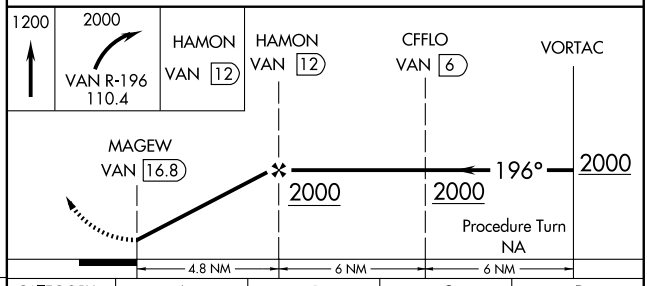
▼ NA Visibility reduction by helicopters NA. Use Summerville altimeter setting; when not received, use Charleston altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 via VAN VORTAC R-196 to HAMON/12 DME and hold.

CHARLESTON APP CON	UNICOM
120.7 306.925	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	700-1 615 (700-1)		700-1¾ 615 (700-1¾)	700-2 615 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB DYB 365	APP CRS 066°	Rwy Idg 3701 TDZE 58 Apt Elev 58

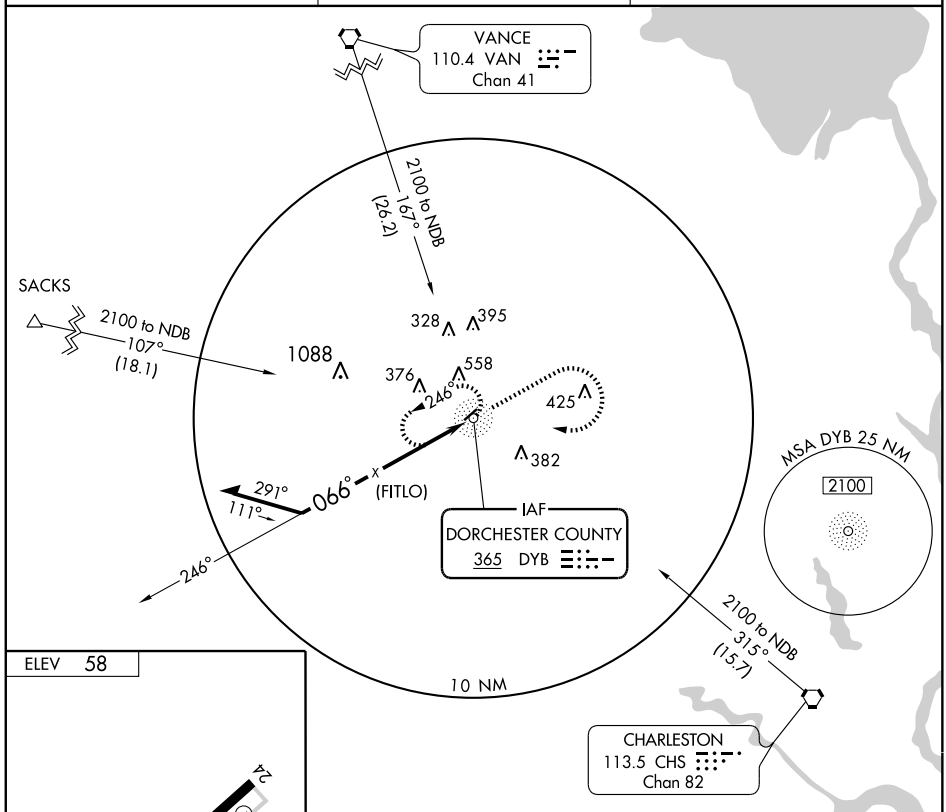
NDB or GPS RWY 6
SUMMERVILLE (DYB)

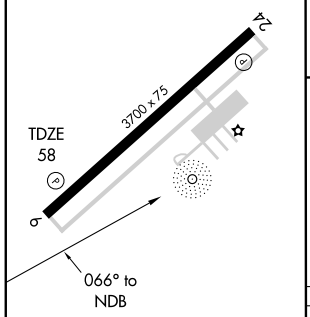
NA

Use Charleston altimeter setting.

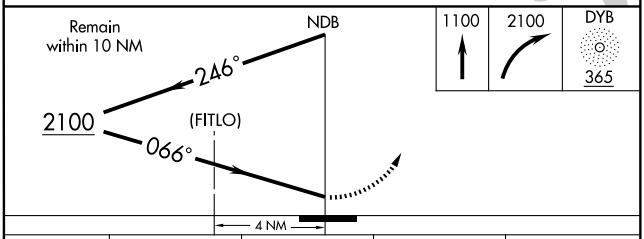
MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct DYB NDB and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.575	120.7 306.925	123.0 (CTAF) L





MIRL Rwy 6-24 L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-6	900-1 844 (900-1)	900-1¼ 844 (900-1¼)	900-2½ 844 (900-2½)	NA
CIRCLING	920-1 862 (900-1)	920-1¼ 862 (900-1¼)	920-2½ 862 (900-2½)	NA

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB RWY 23

SUMTER (SMS)

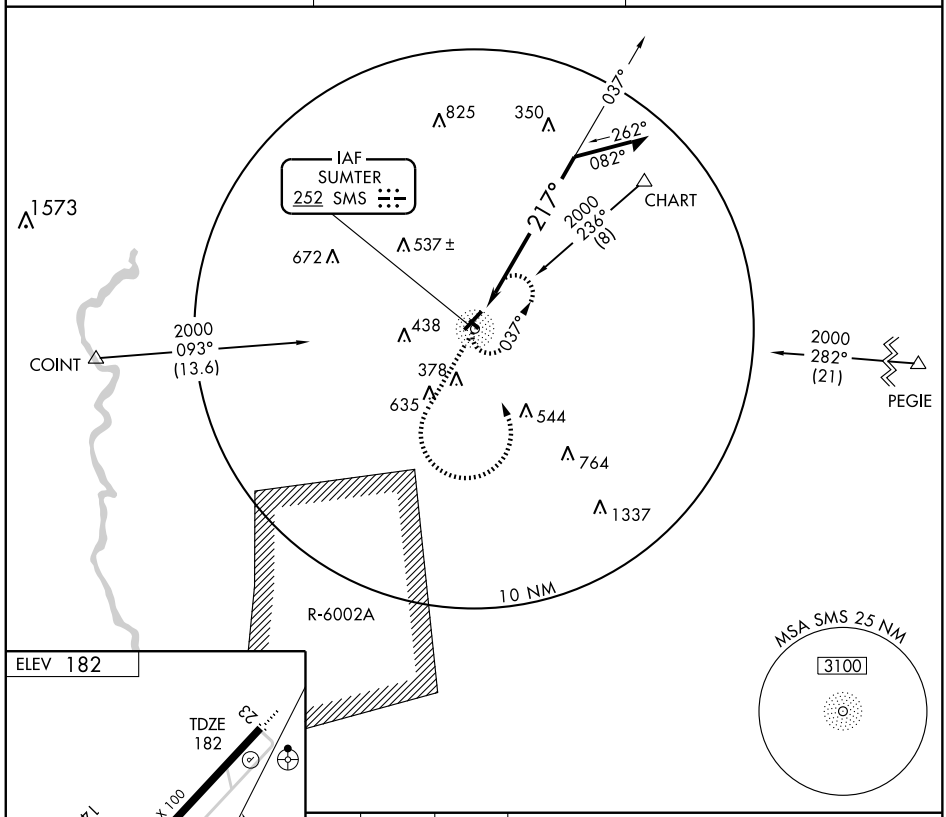
NDB SMS	APP CRS	Rwy Idg	5501
252	217°	TDZE	182
		Apt Elev	182

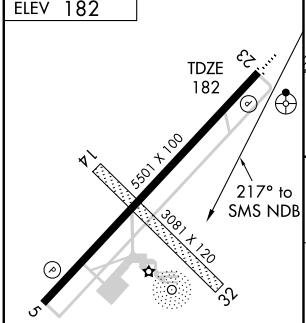
NA — Inoperative table does not apply to S-23 Cat C. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all MDA 80 feet.

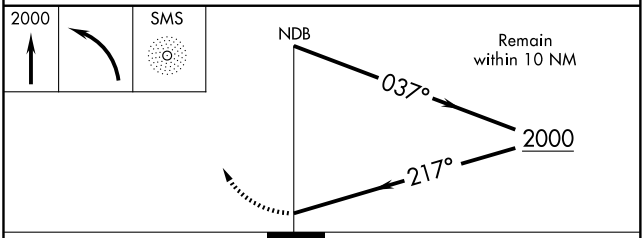
ODALS

MISSED APPROACH: Climb to 2000 then climbing left turn direct SMS NDB and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.075	125.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-23	700-¾ 518 (600-¾)		700-1½ 518 (600-1½)	700-1¾ 518 (600-1¾)
CIRCLING	700-1 518 (600-1)		700-1½ 518 (600-1½)	760-2 578 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 5

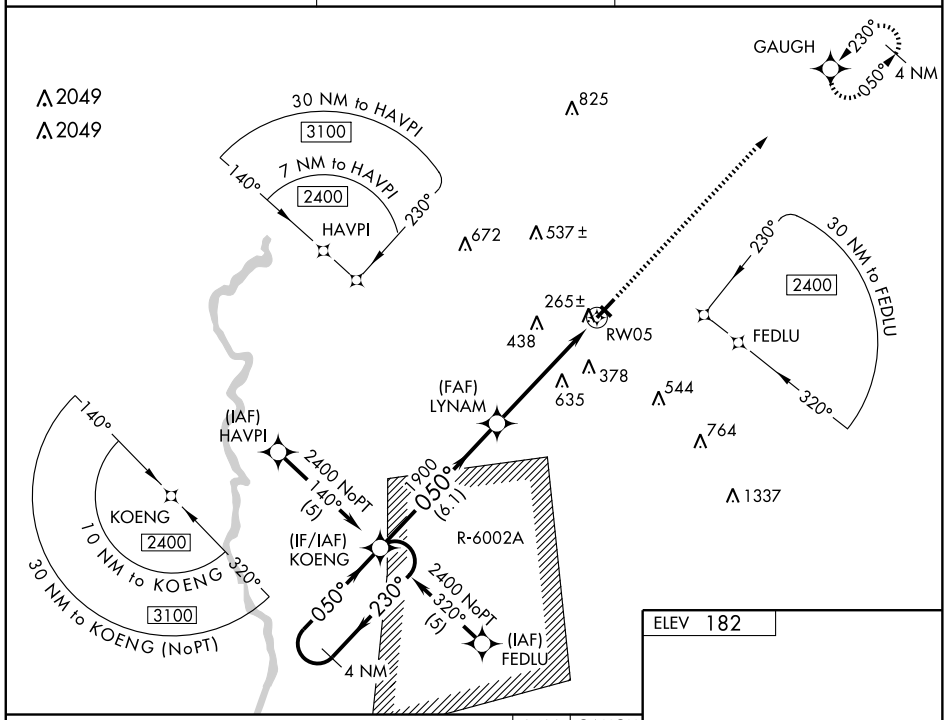
SUMTER (SMS)

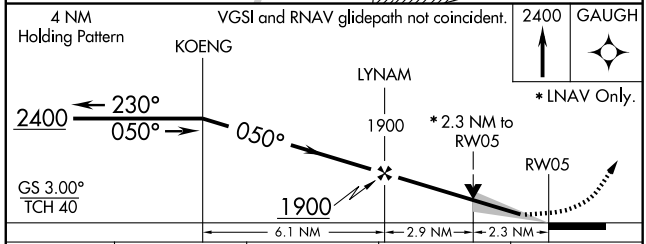
WAAS	APP CRS	Rwy Idg	5501
CH 61215	050°	TDZE	181
W05A		Apt Elev	182

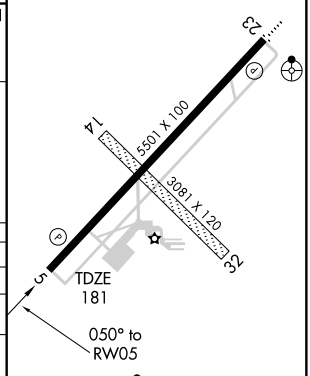
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cats C/D visibilities ¼ mile. VDP and Baro/VNAV NA when using Camden altimeter setting.

MISSED APPROACH: Climb to 2400 direct GAUGH and hold.

AWOS-3	SHAW APP CON*	UNICOM
118.075	125.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	381-¾ 200 (200-¾)			
LNAV/VNAV DA	535-1¼ 354 (400-1¼)			
LNAV MDA	940-1 759 (800-1)	940-1¼ 759 (800-1¼)	940-2¼ 759 (800-2¼)	940-2½ 759 (800-2½)
CIRCLING	940-1 758 (800-1)	940-1¼ 758 (800-1¼)	940-2¼ 758 (800-2¼)	940-2½ 758 (800-2½)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5501
230°	TDZE	182
	Apt Elev	182

RNAV (GPS) Y RWY 23

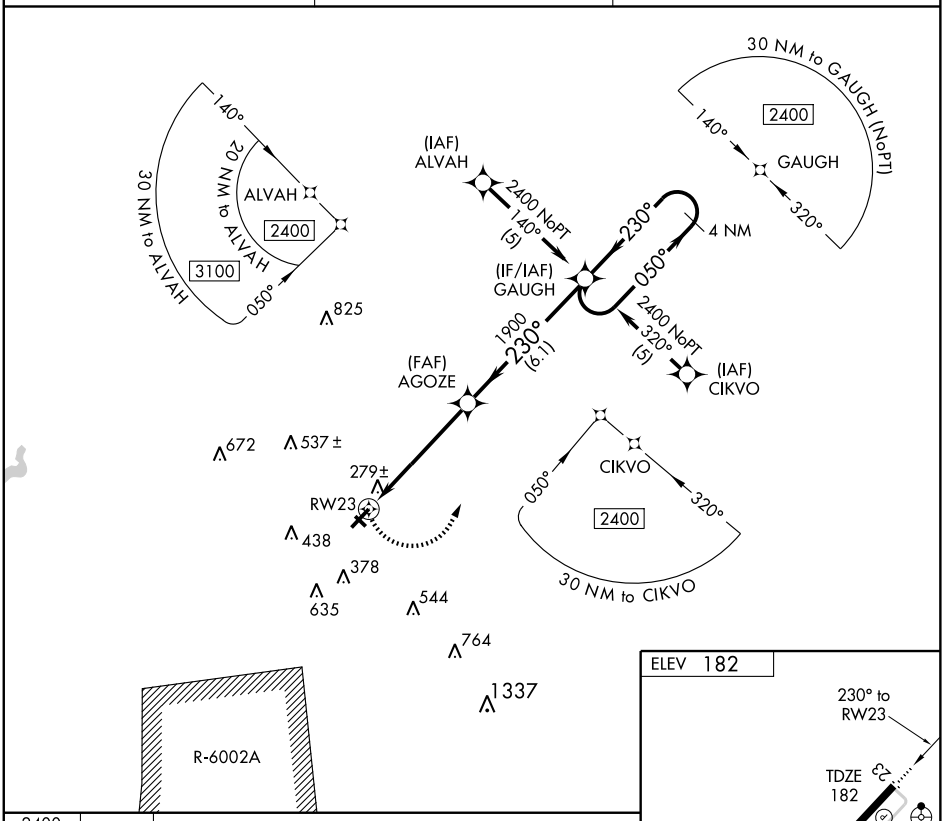
SUMTER (SMS)

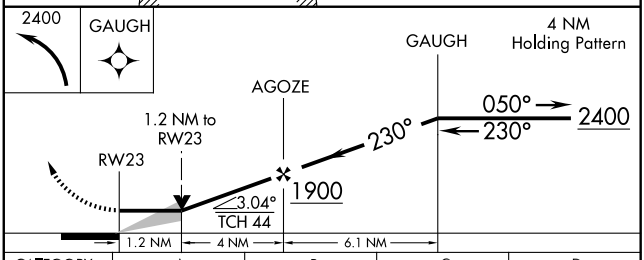
Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. VDP NA when using Camden altimeter setting.

ODALS

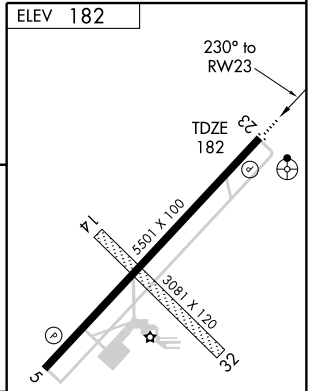
MISSED APPROACH: Climbing left turn to 2400 direct GAUGH and hold.

AWOS-3	SHAW APP CON*	UNICOM
118.075	125.4	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-¾ 418 (500-¾)		600-1¼ 418 (500-1¼)	
CIRCLING	640-1 458 (500-1)		640-1½ 458 (500-1½)	760-2 578 (600-2)



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) Z RWY 23

SUMTER (SMS)

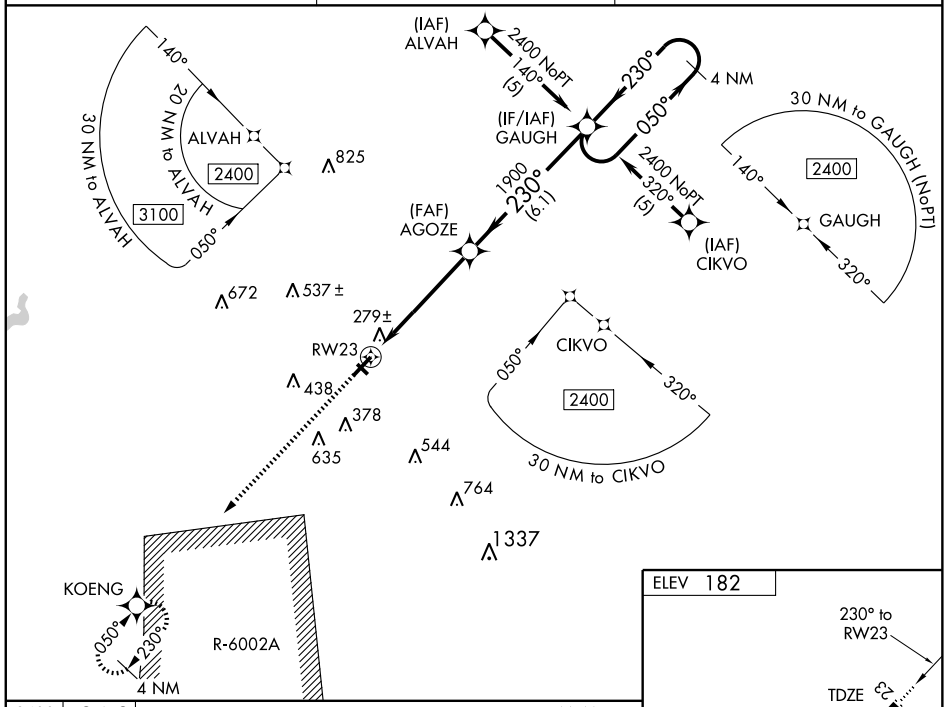
WAAS	APP CRS	Rwy Idg	5501
CH 65915	230°	TDZE	182
W23A		Apt Elev	182

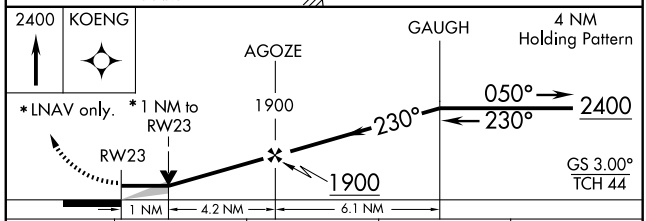
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. Inoperative table does not apply to LNAV/VNAV. When local altimeter setting not received, use Camden altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibilities ¼ mile. Inoperative table does not apply to LNAV Cat C when using Camden altimeter setting. VDP and Baro/VNAV NA when using Camden altimeter setting.

ODALS

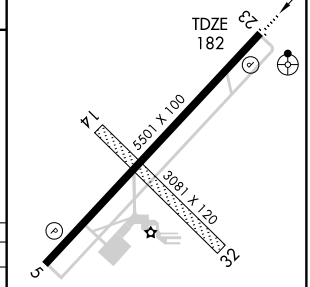
MISSED APPROACH: Climb to 2400 direct KOENG and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.075	125.4	122.7 (CTAF) L





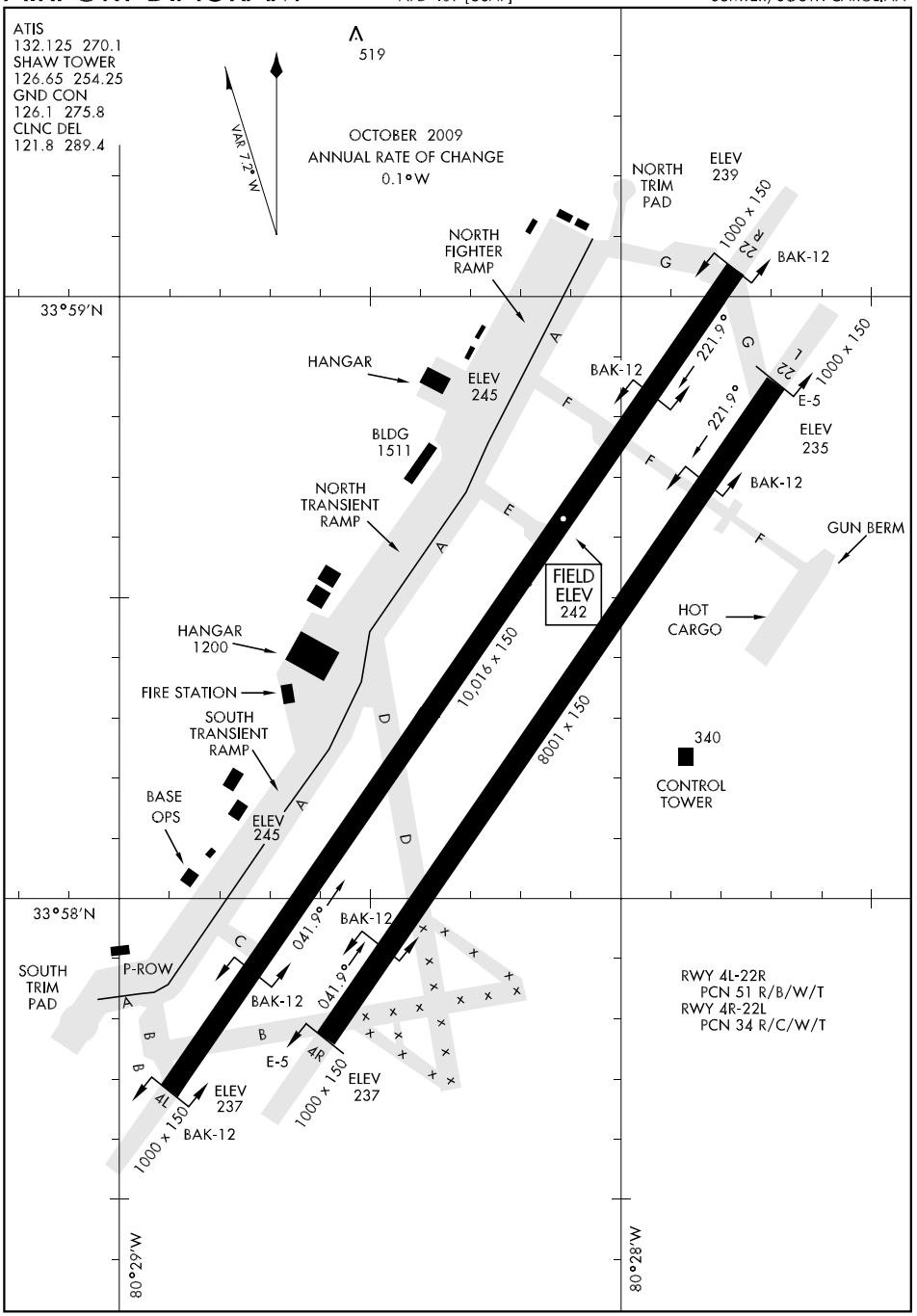
CATEGORY	A	B	C	D
LPV DA	382-¾ 200 (200-¾)			
LNAV/VNAV DA	576-1½ 394 (400-1½)			
LNAV MDA	540-¾ 358 (400-¾)			540-1¼ 358 (400-1¼)
CIRCLING	640-1 458 (500-1)		640-1½ 458 (500-1½)	760-2 578 (600-2)



MIRL Rwy 5-23 L

REIL Rwys 5 and 23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

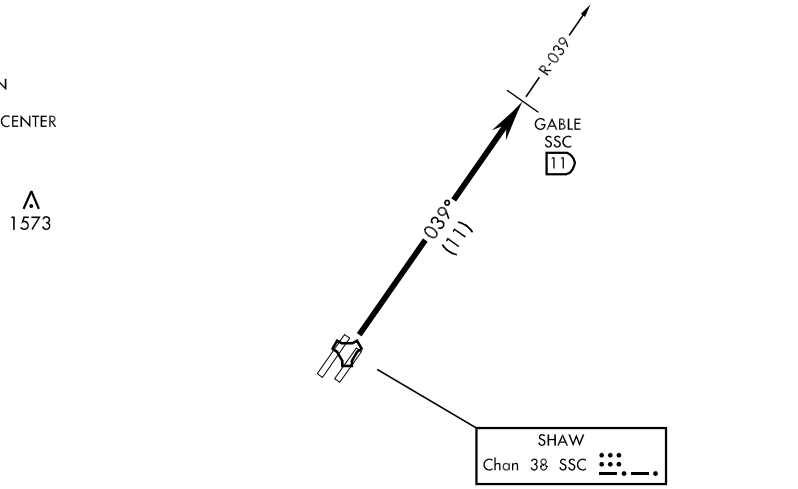


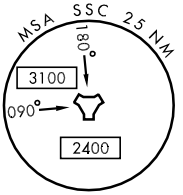
SE-2, 17 DEC 2009 to 14 JAN 2010

GABLE-THREE DEPARTURE (GABLE3•GABLE)

ATIS 132.125 270.1
CLNC DEL
121.8 289.4
GND CON
126.1 275.8
SHAW TOWER
126.65 254.25
SHAW DEP CON
125.4 285.4
JACKSONVILLE CENTER
124.7 298.9

SHL-409 [USAF]





EMERG SAFE ALT 100 NM 3900

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4L/R: Climb and intercept SSC TACAN R-039 until SSC 11 DME, then as directed by ATC.

SE-2, 17 DEC 2009 to 14 JAN 2010

HI-ILS RWY 4L

LOC I-SSC	APCH CRS	Rwy ldg 10,016 TDZE 239 Arpt Elev 242	JAL-409 [USAF]	SHAW AFB (KSSC)
110.1	040°			

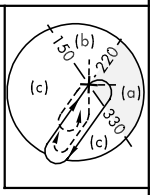
▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

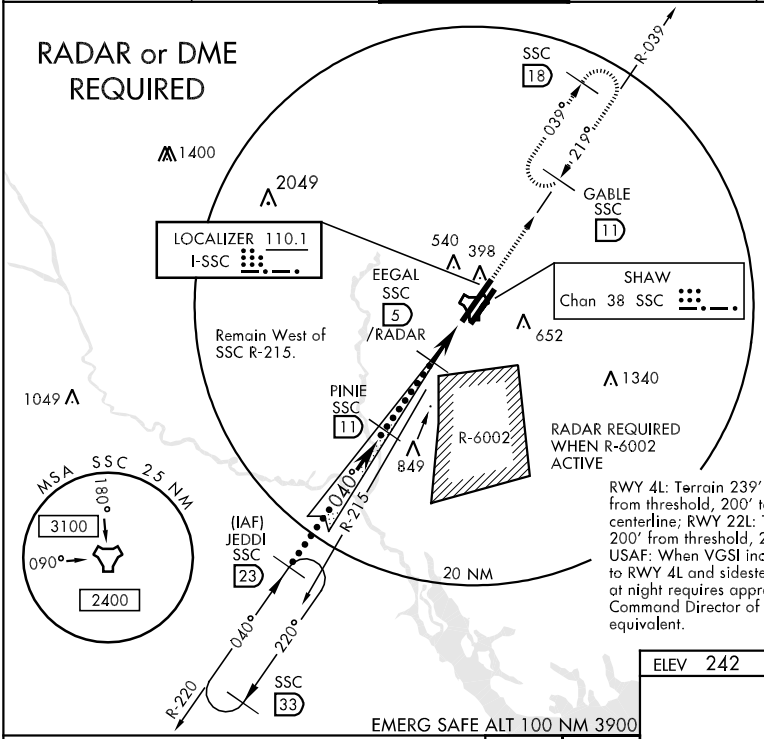
ALSF-1 (A1)

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-039 to GABLE and hold.

ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

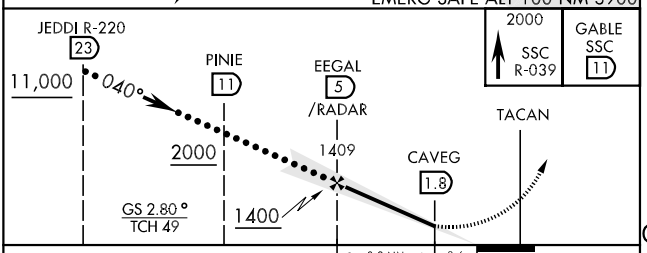
RADAR or DME REQUIRED

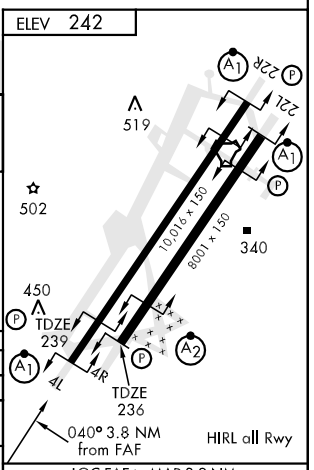




RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.

EMERG SAFE ALT 100 NM 3900





CATEGORY	A	B	C	D	E
S-ILS 4L	473/50 234 (300-1)				
S-LOC 4L *	780/50	541 (600-1)		780/60 541 (600-1¼)	780-1½ 541 (600-1½)
SIDESTEP * 4R	800/50 564 (600-1)		800/60 564 (600-1¼)	800-1½ 564 (600-1½)	800-1¾ 564 (600-1¾)
CIRCLING	840-1 598 (600-1)		840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

LOC FAF to MAP 3.2 NM

Knots	120	140	160	180	200
Min:Sec	1:36	1:22	1:12	1:04	0:58

HI-ILS RWY 22R

LOC I-JWU	APCH CRS	Rwy ldg 10,016 / TDZE 240 / Arpt Elev 242
108.7	220°	

JAL-409 [USAF]

SHAW AFB (KSSC)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

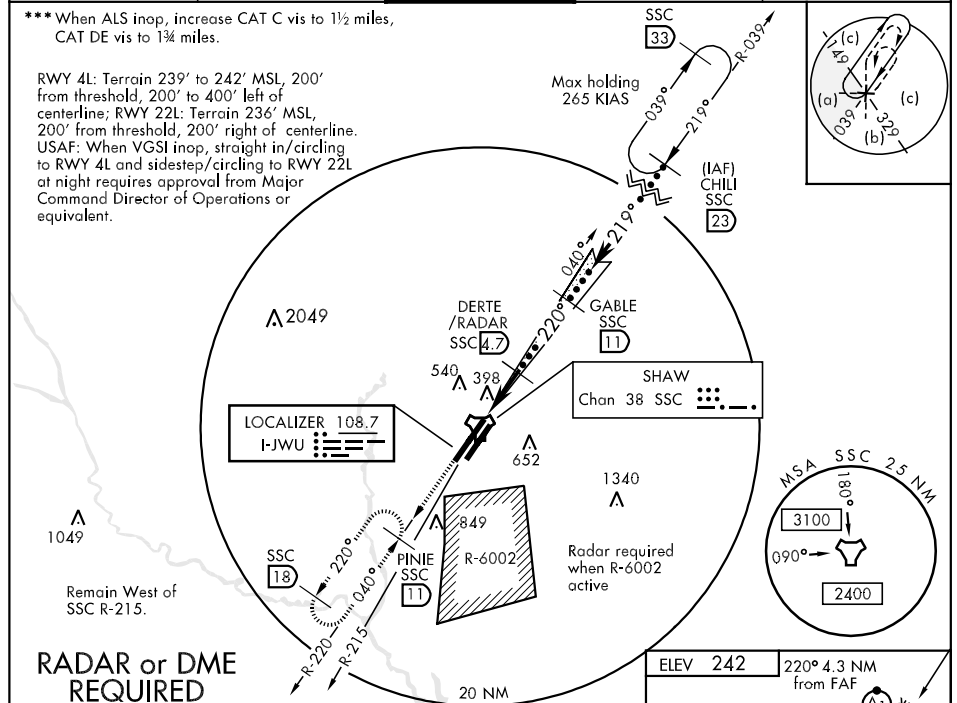
ALSF-1

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-220 to PINIE and hold.

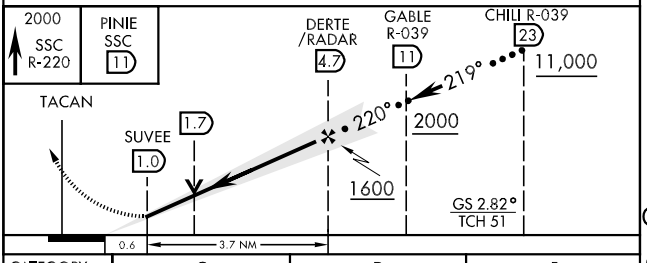
ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

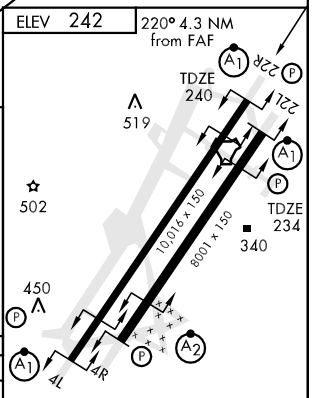
*** When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.



EMERG SAFE ALT 100 NM 3900





CATEGORY	C	D	E
S-ILS 22R *	440/24 200 (200-½)		
S-LOC 22R **	660/40 420 (500-¾)		660/50 420 (500-1)
SIDESTEP *** 22L	760/50 526 (600-1)	760/60 526 (600-1¼)	
CIRCLING	840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

LOC FAF to MAP 3.7 NM					
Knots	120	140	160	180	200
Min:Sec	1:51	1:35	1:23	1:14	1:07

HI-TACAN RWY 4L

TACAN SSC Chan 38	APCH CRS 040°	Rwy ldg 10,016 TDZE 239 Arpt Elev 242

JAL-409 [USAF]

SHAW AFB (KSSC)

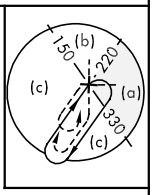
* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

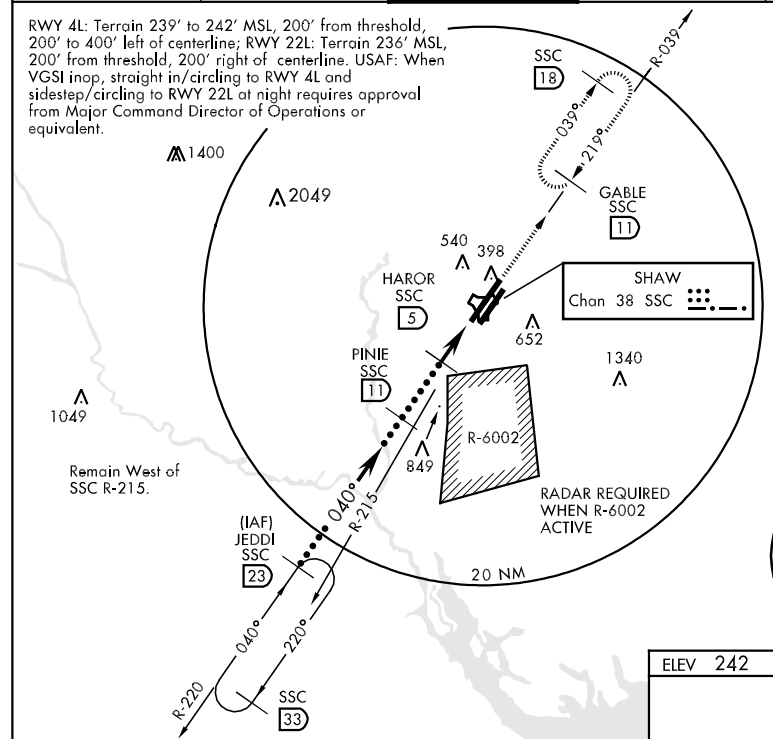
ALSF-1

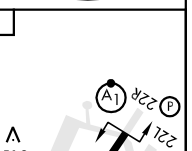
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-039 to GABLE an hold.

ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

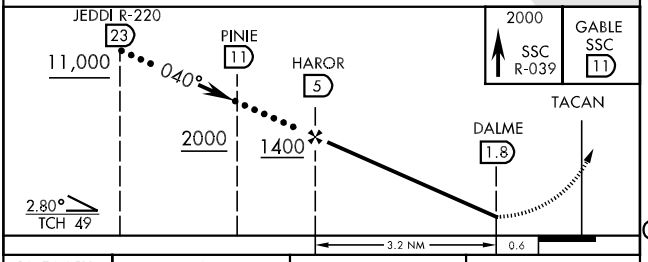
RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.







EMERG SAFE ALT 100 NM 3900



CATEGORY	C	D	E
S-4L*	800/50 561 (600-1)	800-1¼ 561 (600-1¼)	800-1½ 561 (600-1½)
SIDESTEP * 4R	800/60 564 (600-1¼)	800-1½ 564 (600-1½)	800-1¾ 564 (600-1¾)
CIRCLING	840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

HI-TACAN RWY 22R

TACAN SSC Chan 38	APCH CRS 219°	Rwy ldg 10,016 TDZE 240 Arpt Elev 242	JAL-409 [USAF]	SHAW AFB (KSSC)

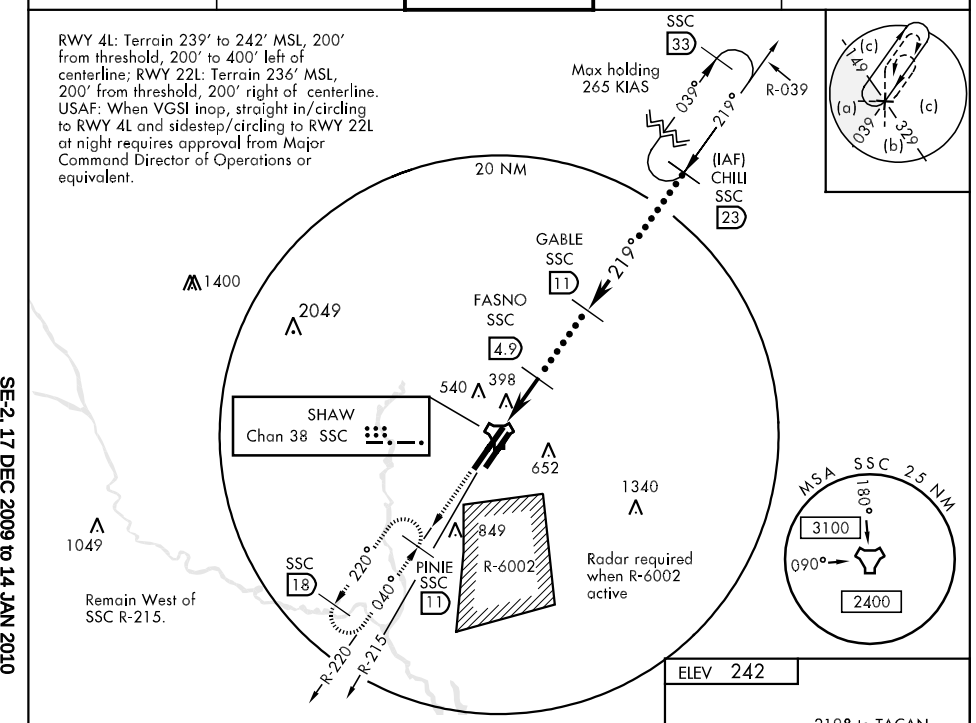
▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

ALSF-1 (A1)

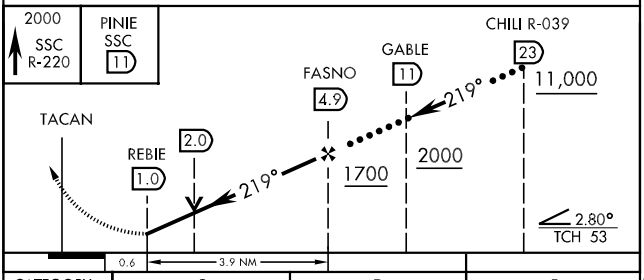
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-220 to PINIE and hold.

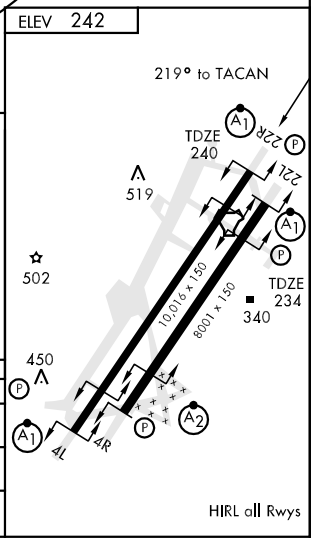
ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.



EMERG SAFE ALT 100 NM 3900





CATEGORY	C	D	E
S-22R *	760/50 520 (600-1)	760/60 520	(600-1¼)
SIDESTEP * 22L	760/50 526 (600-1)	760/60 526	(600-1¼)
CIRCLING	840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

ILS RWY 4L

SHAW AFB (KSSC)

LOC I-SSC	APCH CRS	Rwy ldg 10,016 / TDZE 239 / Arpt Elev 242
110.1	040°	AL-409 [USAF]

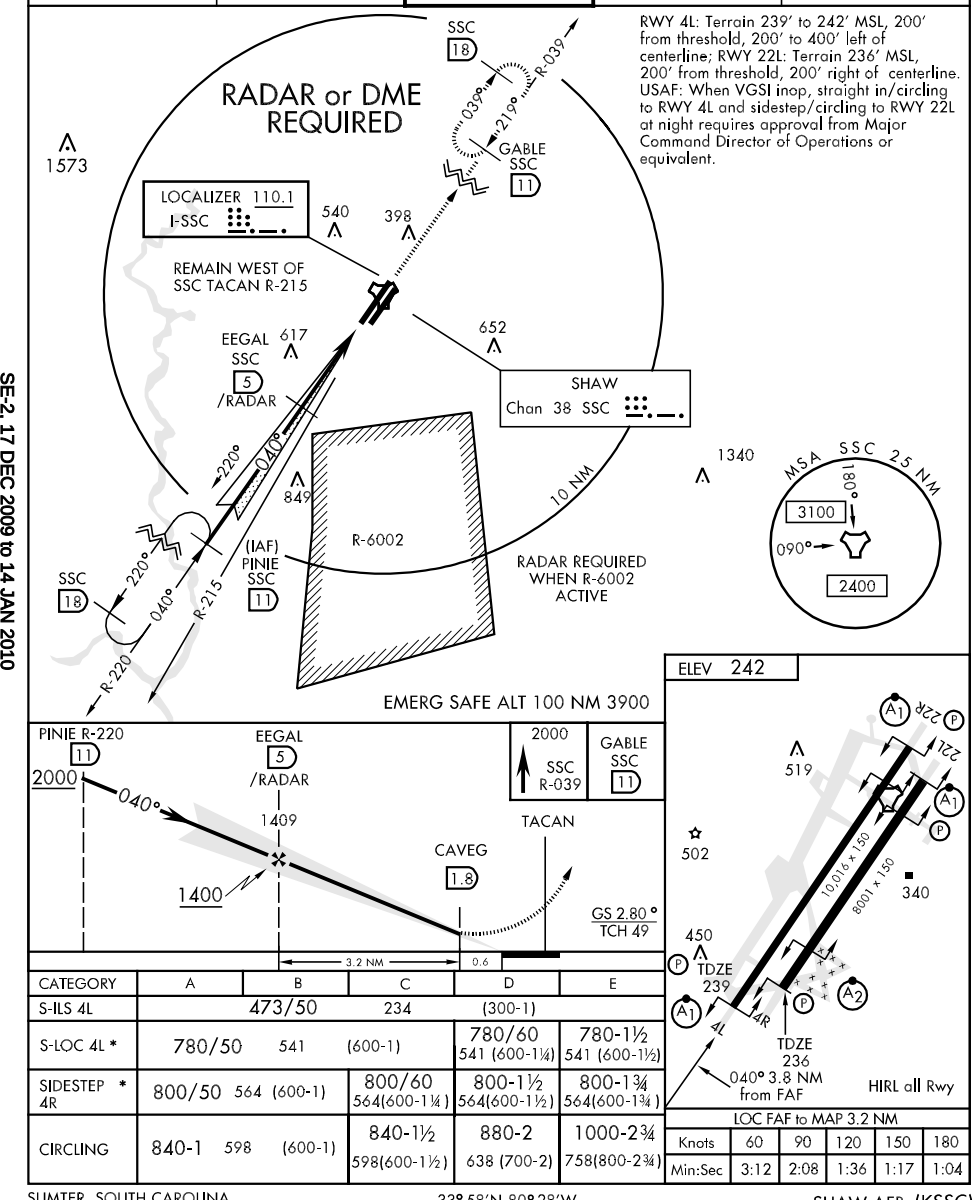
* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-039 to GABLE and hold.

ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

RWY 4L: Terrain 239′ to 242′ MSL, 200′ from threshold, 200′ to 400′ left of centerline; RWY 22L: Terrain 236′ MSL, 200′ from threshold, 200′ right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.



CATEGORY	A	B	C	D	E
S-ILS 4L	473/50	234	(300-1)		
S-LOC 4L *	780/50 541 (600-1)			780/60 541 (600-1¼)	780-1½ 541 (600-1½)
SIDESTEP * 4R	800/50 564 (600-1)		800/60 564(600-1¼)	800-1½ 564(600-1½)	800-1¾ 564(600-1¾)
CIRCLING	840-1 598 (600-1)		840-1½ 598(600-1½)	880-2 638 (700-2)	1000-2¾ 758(800-2¾)

LOC FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

ILS RWY 22R

SHAW AFB (KSSC)

AL-409 [USAF]

LOC I-JWU	APCH CRS	Rwy ldg 10,016 / TDZE 240 / Arpt Elev 242
108.7	220°	

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

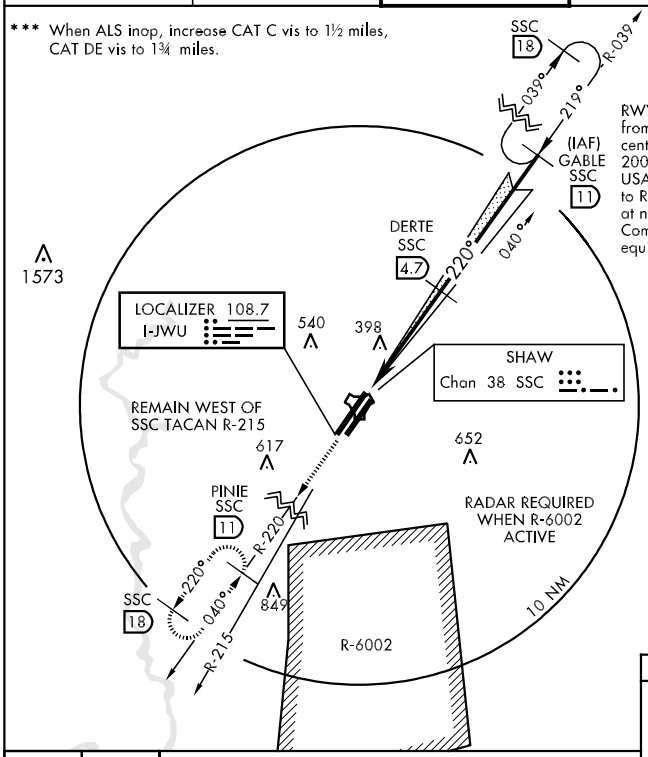
MISSED APPROACH: Climbing to 2000 intercept SSC TACAN R-220 to PINIE and hold.

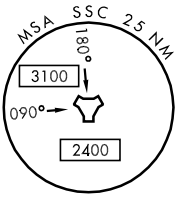
ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

*** When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

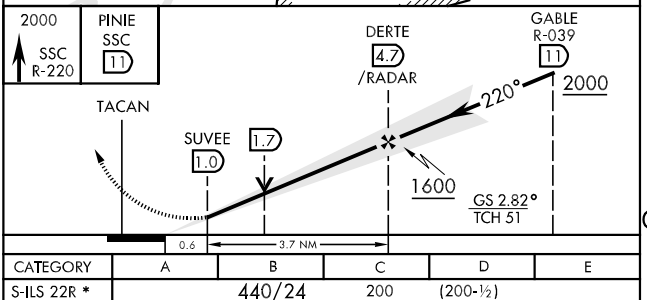
RADAR or DME REQUIRED

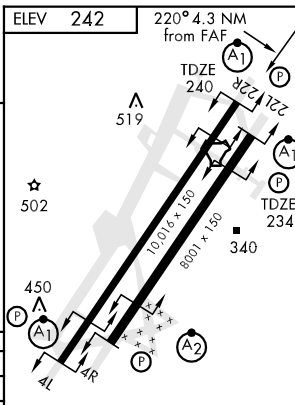
RWY 4L: Terrain 239′ to 242′ MSL, 200′ from threshold, 200′ to 400′ left of centerline; RWY 22L: Terrain 236′ MSL, 200′ from threshold, 200′ right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.





EMERG SAFE ALT 100 NM 3900





CATEGORY	A	B	C	D	E
S-ILS 22R *	440/24		200	(200-½)	
S-LOC 22R **	660/24	420 (500-½)	660/40	420 (500-¾)	660/50 420 (500-1)
SIDESTEP *** 22L	760/50	526 (600-1)		760/60	526 (600-1¼)
CIRCLING	840-1	598 (600-1)	840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758(800-2¾)

LOC FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

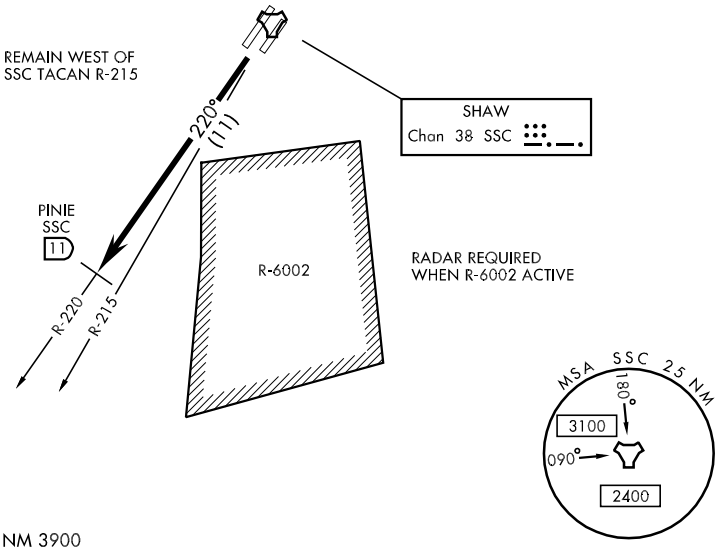
33° 58′N-80° 28′W

PINIE-THREE DEPARTURE (PINIE3•PINIE)

ATIS 132.125 270.1
CLNC DEL
121.8 289.4
GND CON
126.1 275.8
SHAW TOWER
126.65 254.25
SHAW DEP CON
125.4 285.4
JACKSONVILLE CENTER
124.7 298.9

SHL-409 [USAF]

1573



EMERG SAFE ALT 100 NM 3900

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 22L/R: Climb and intercept SSC TACAN R-220 until SSC 11 DME, then as directed by ATC.

TACAN RWY 4L

TACAN SSC Chan 38	APCH CRS 040°	Rwy ldg 10,016 TDZE 239 Arpt Elev 242

AL-409 [USAF]

SHAW AFB (KSSC)

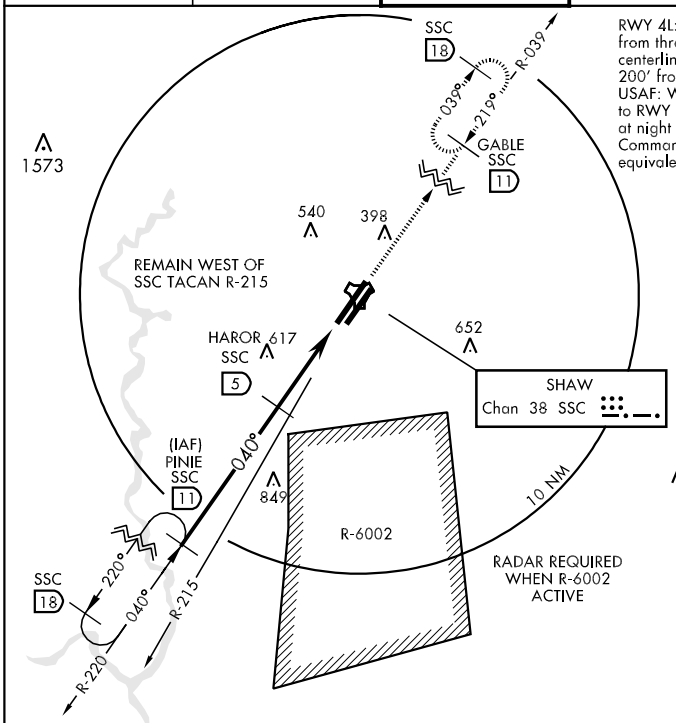
▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

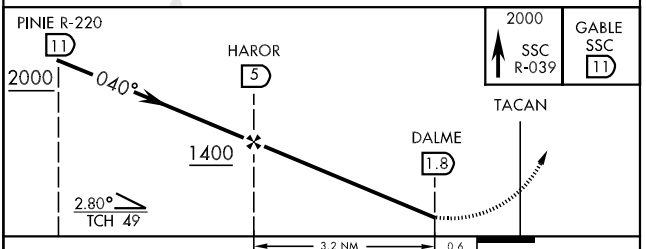
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-039 to GABLE and hold.

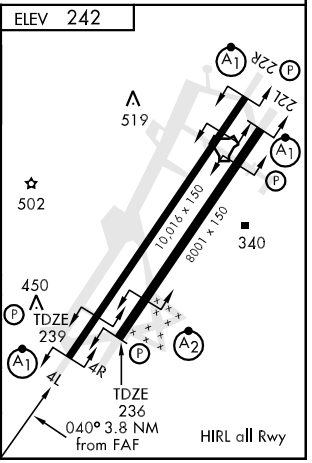
ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

RWY 4L: Terrain 239′ to 242′ MSL, 200′ from threshold, 200′ to 400′ left of centerline; RWY 22L: Terrain 236′ MSL, 200′ from threshold, 200′ right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.



EMERG SAFE ALT 100 NM 3900





CATEGORY	A	B	C	D	E
S-4L *	800/50	561 (600-1)		800-1¼ 561 (600-1¼)	800-1½ 561 (600-1½)
SIDESTEP * 4R	800/50 564 (600-1)		800/60 564 (600-1¼)	800-1½ 564 (600-1½)	800-1¾ 564 (600-1¾)
CIRCLING	840-1 598 (600-1)		840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

TACAN RWY 22R

TACAN SSC Chan 38	APCH CRS 219°	Rwy ldg 10,016 TDZE 240 Arpt Elev 242	AL-409 [USAF]	SHAW AFB (KSSC)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

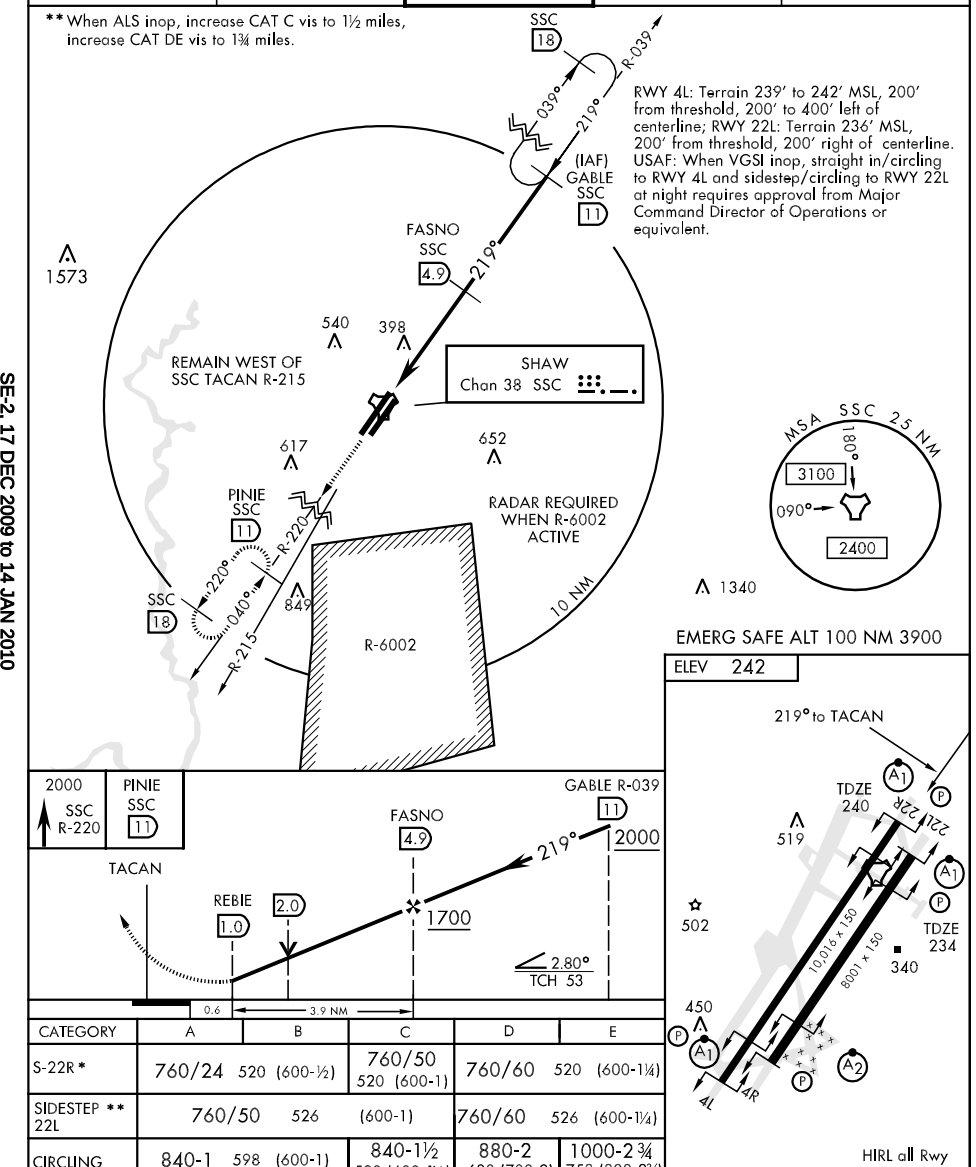
ALSF-1 (A1)

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-220 to PINIE and hold.

ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

** When ALS inop, increase CAT C vis to 1½ miles, increase CAT DE vis to 1¾ miles.

RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.



CATEGORY	A	B	C	D	E
S-22R *	760/24 520 (600-½)		760/50 520 (600-1)	760/60 520 (600-1¼)	
SIDESTEP ** 22L	760/50 526 (600-1)			760/60 526 (600-1¼)	
CIRCLING	840-1 598 (600-1)		840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

NDB UOT 326	APP CRS 061°	Rwy Idg 3508 TDZE 605 Apt Elev 605

NDB RWY 5

UNION COUNTY-TROY SHELTON FIELD (35A)

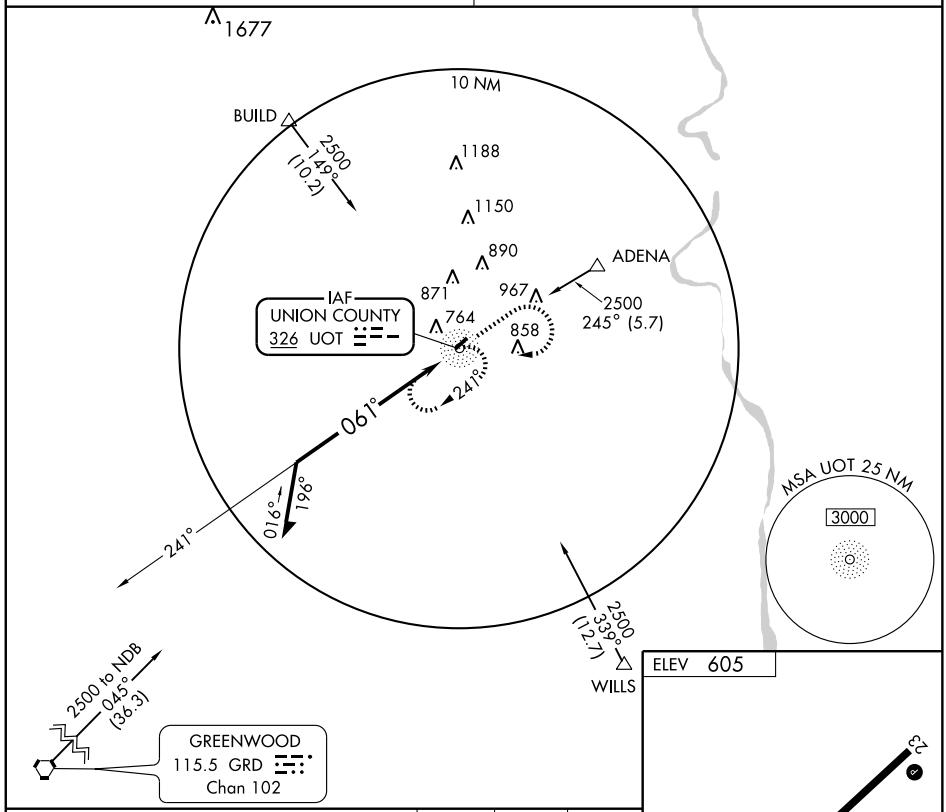
NA

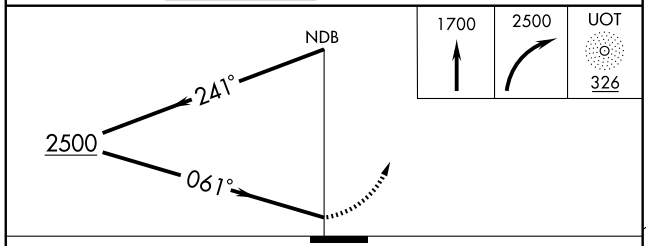
Use Greer altimeter setting.

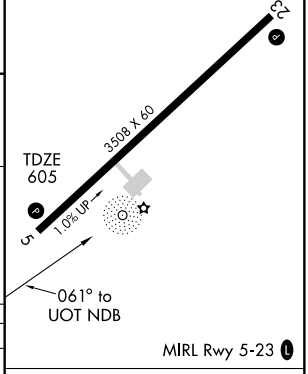
MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 direct UOT NDB and hold.

GREER APP CON ★
119.4 350.2

UNICOM
122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	1360-1 755 (800-1)	1360-1¼ 755 (800-1¼)	NA	
CIRCLING	1360-1 755 (800-1)	1360-1¼ 755 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS		
049°	Rwy Idg	6002
	TDZE	96
	Apt Elev	98

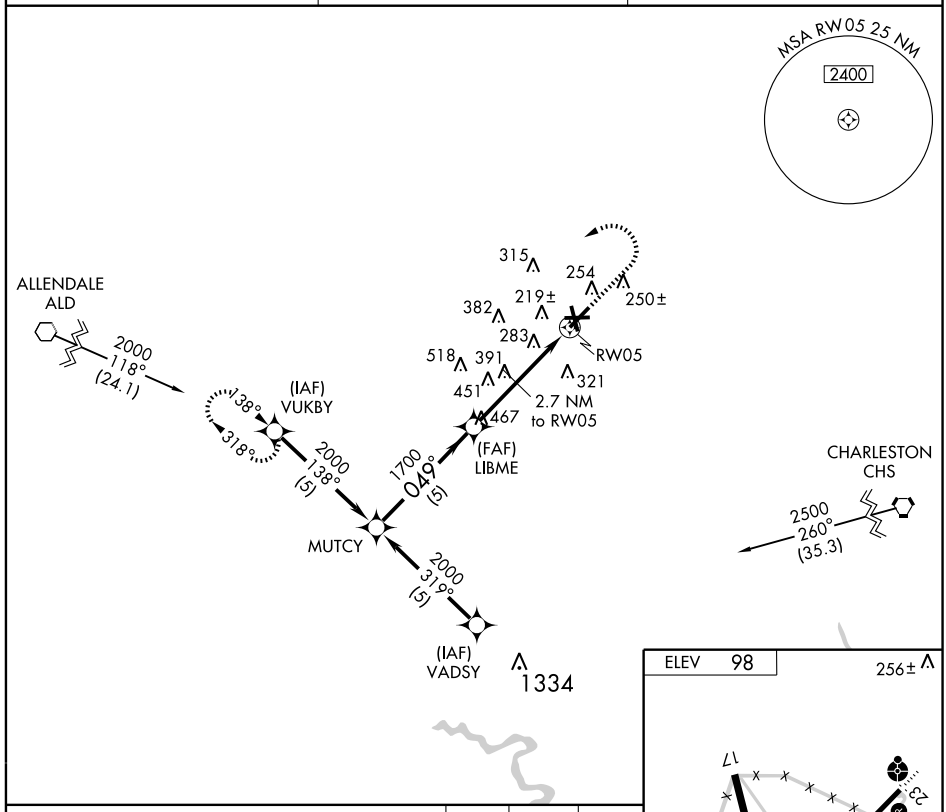
GPS RWY 5

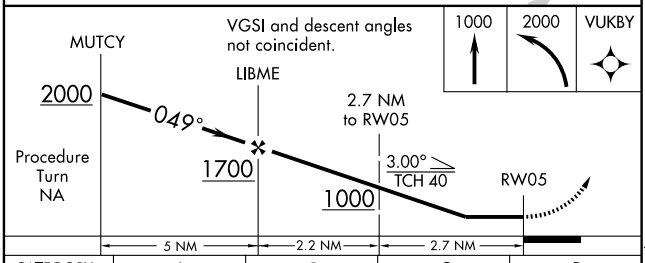
WALTERBORO/LOWCOUNTRY RGNL (RBW)

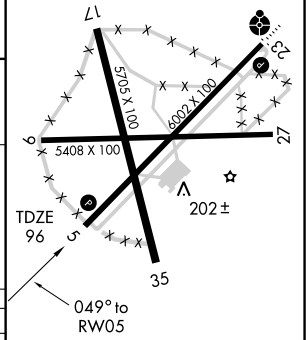
NA — Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct VUKBY WP and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
118.725 221	120.7 306.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	540-1	444 (500-1)	540-1¼ 444 (500-1¼)	540-1½ 444 (500-1½)
CIRCLING	620-1	522 (600-1)	640-1½ 542 (600-1½)	680-2 582 (600-2)

REIL Rwy 23
MIRL Rwy 5-23 L

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5705
171°	TDZE	92
	Apt Elev	98

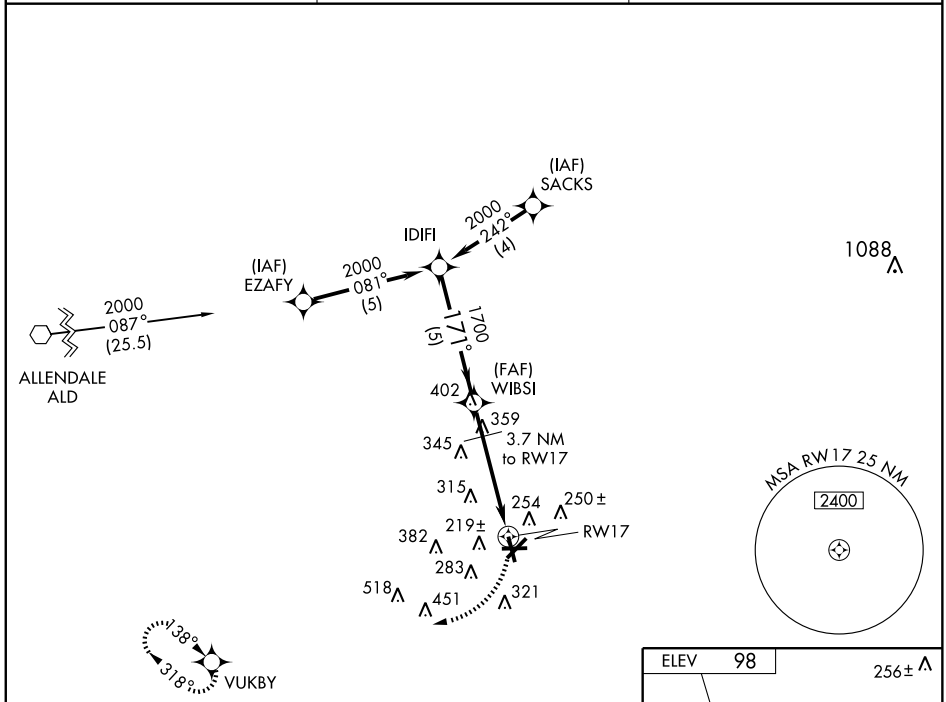
GPS RWY 17

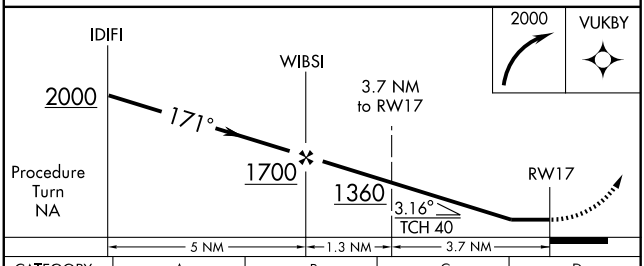
WALTERBORO/LOWCOUNTRY RGNL (RBW)

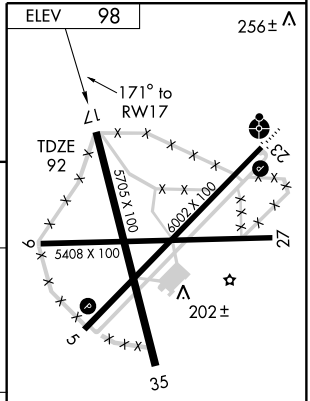
Procedure not authorized at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 direct VUKBY WP and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
118.725 221	120.7 306.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	520-1	428 (500-1)	520-1¼ 428 (500-1¼)	520-1½ 428 (500-1½)
CIRCLING	620-1	522 (600-1)	640-1½ 542 (600-1½)	680-2 582 (600-2)

REIL Rwy 23
MIRL Rwy 5-23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5705
351°	TDZE	95
	Apt Elev	98

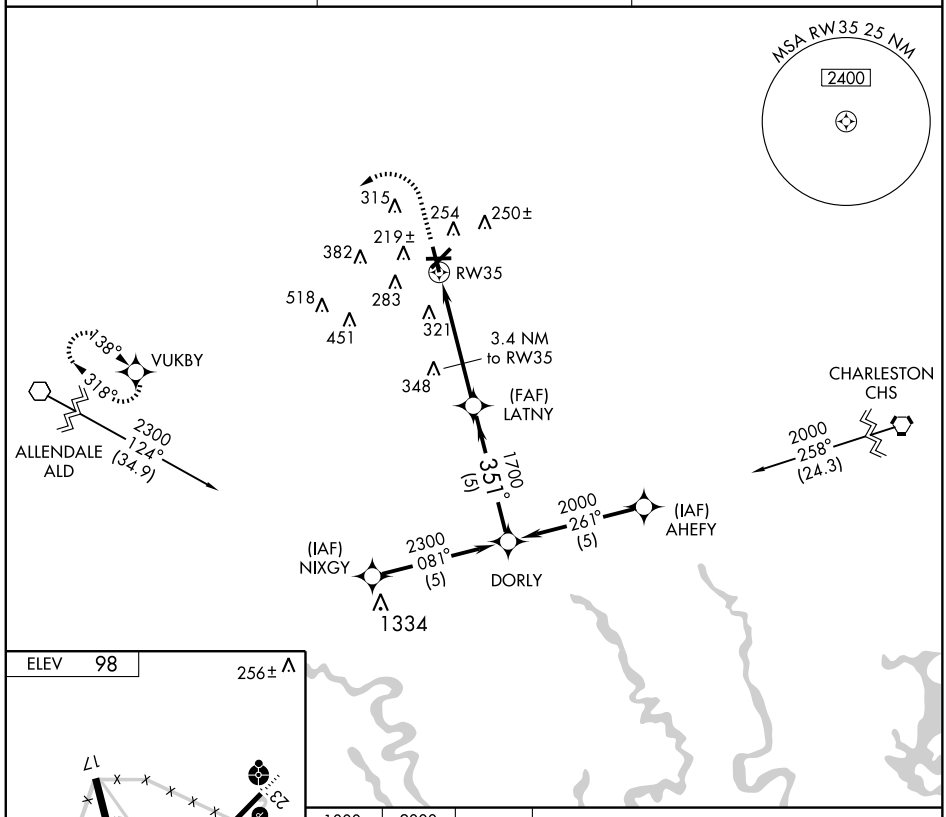
GPS RWY 35

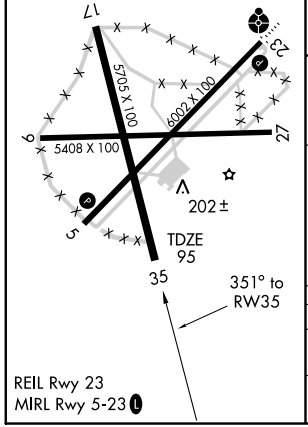
WALTERBORO/LOWCOUNTRY RGNL (RBW)

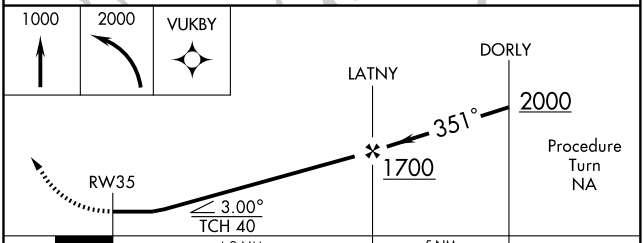
Procedure not authorized at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct VUKBY WP and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
118.725 221	120.7 306.925	122.8 (CTAF)







CATEGORY	A	B	C	D
S-35	560-1	465 (400-1)	560-1¼ 465 (400-1¼)	560-1½ 465 (400-1½)
CIRCLING	620-1	522 (600-1)	640-1½ 542 (600-1½)	680-2 582 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

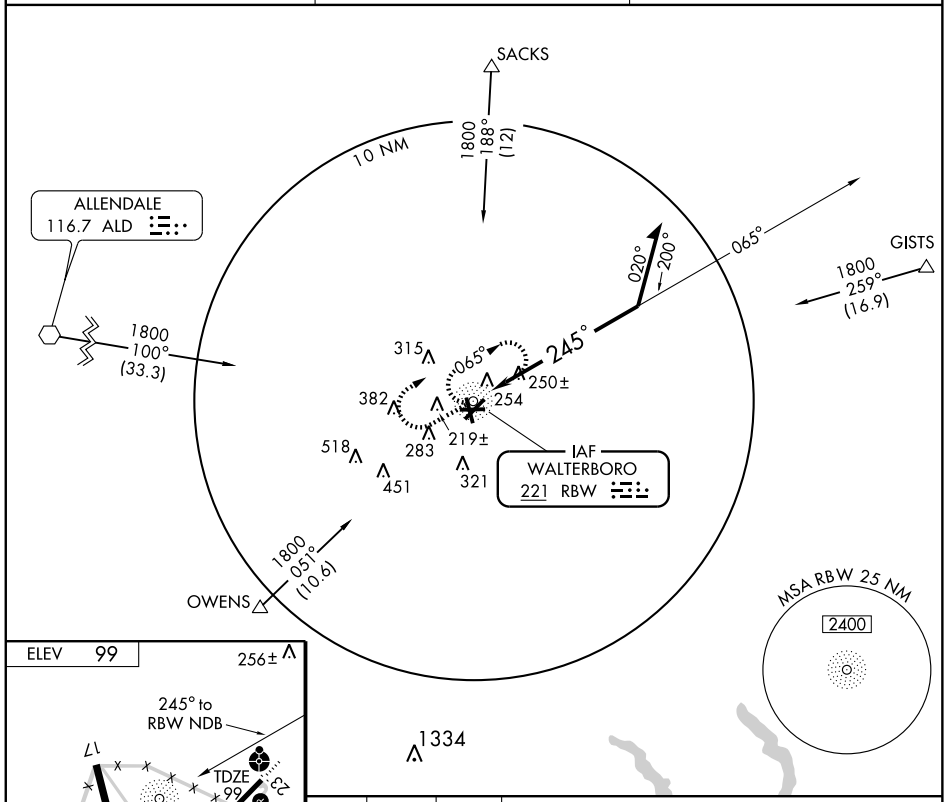
NDB RBW 221	APP CRS 245°	Rwy Idg 6002 TDZE 99 Apt Elev 99

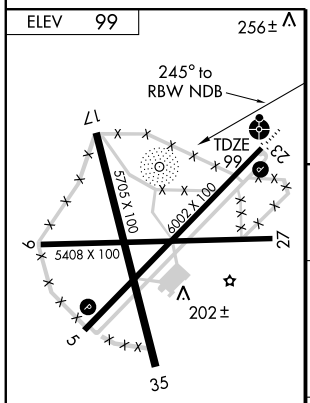
NDB RWY 23

WALTERBORO/LOWCOUNTRY RGNL (RBW)

If local altimeter setting not received, procedure not authorized. Inoperative table does not apply to Cat. C.	ODALS	MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct RBW NDB and hold.

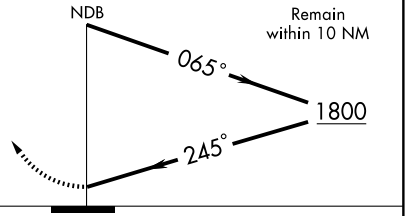
AWOS-3	CHARLESTON APP CON	UNICOM
118.725 221	120.7 306.925	122.8 (CTAF) L





REIL Rwy 23
MIRL Rwy 5-23 L

1000	1800	RBW 221



CATEGORY	A	B	C	D
S-23	680-¾	581 (600-¾)	680-1½ 581 (600-1½)	680-1¾ 581 (600-1¾)
CIRCLING	680-1	581 (600-1)	680-1½ 581 (600-1½)	680-2 581 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5003
043°	TDZE	577
	Apt Elev	577

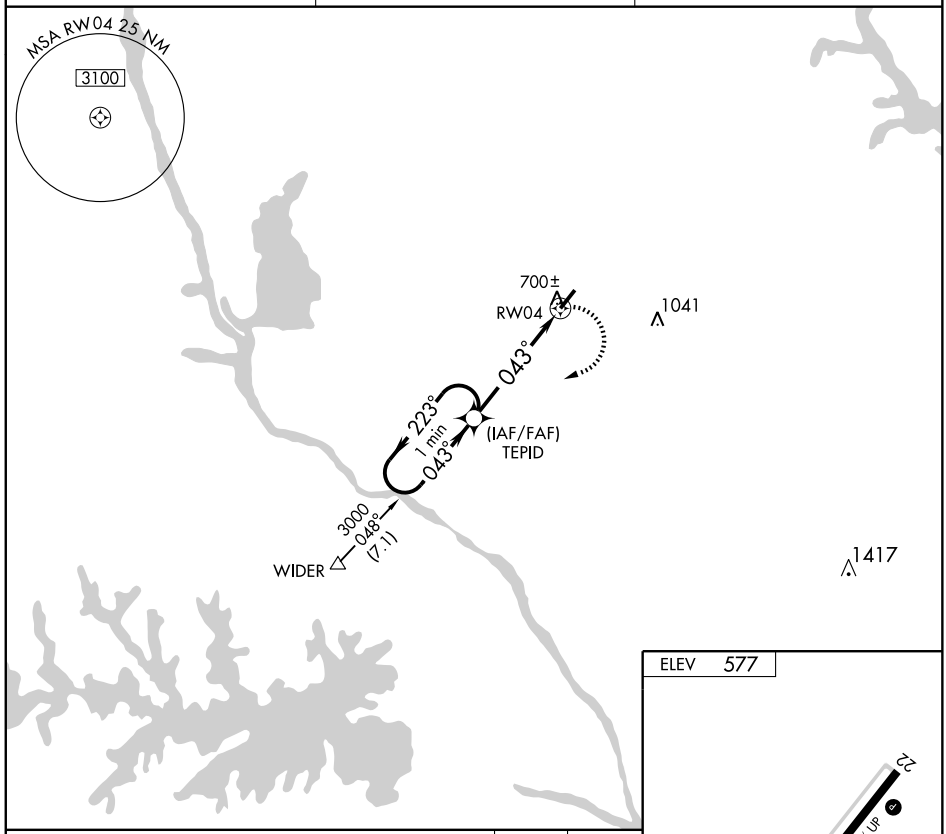
GPS RWY 4

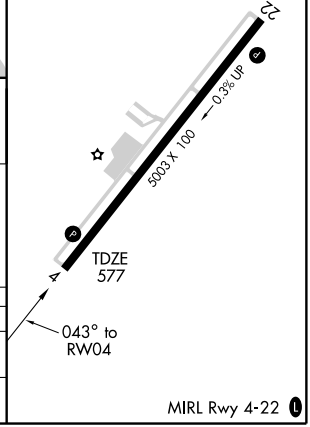
WINNSBORO/ FAIRFIELD COUNTY (FDW)

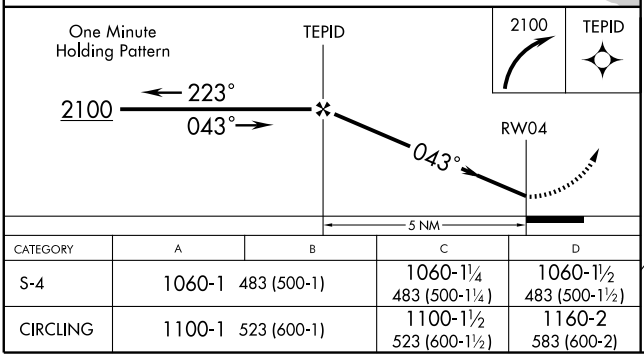
NA Use Columbia Metropolitan altimeter setting.

MISSED APPROACH: Climbing right turn to 2100 direct TEPID WP and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
119.075	133.4 285.6	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-4	1060-1	483 (500-1)	1060-1¼ 483 (500-1¼)	1060-1½ 483 (500-1½)
CIRCLING	1100-1	523 (600-1)	1100-1½ 523 (600-1½)	1160-2 583 (600-2)

MIRL Rwy 4-22 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5003
223°	TDZE	574
	Apt Elev	577

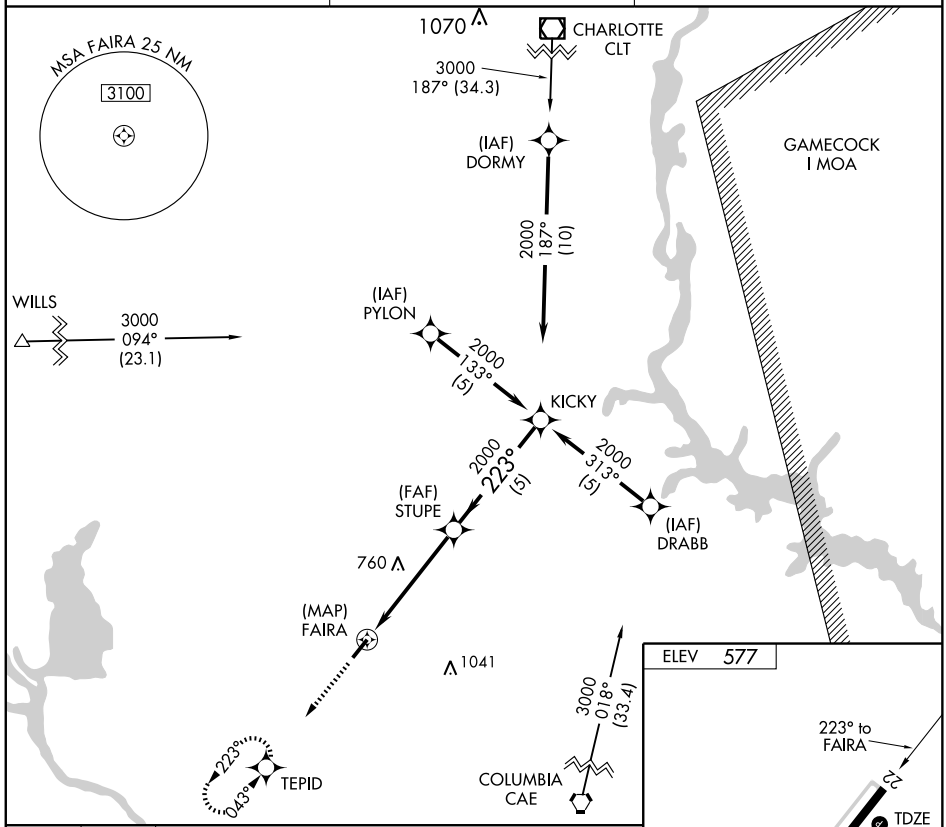
GPS RWY 22

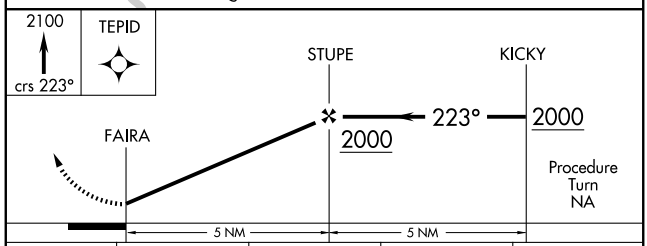
WINNSBORO/ FAIRFIELD COUNTY (FDW)

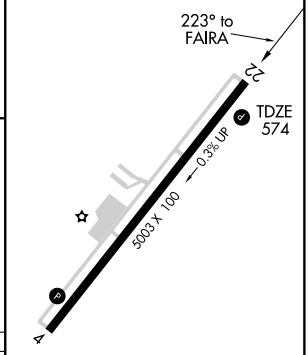
NA Use Columbia Metropolitan altimeter setting.

MISSED APPROACH: Climb to 2100 via 223° course to TEPID WP and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
119.075	133.4 285.6	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-22	1160-1	586 (600-1)	1160-1½ 586 (600-1½)	1160-1¾ 586 (600-1¾)
CIRCLING	1160-1	583 (600-1)	1160-1½ 583 (600-1½)	1160-2 583 (600-2)

MIRL Rwy 4-22 L

SE-2, 17 DEC 2009 to 14 JAN 2010

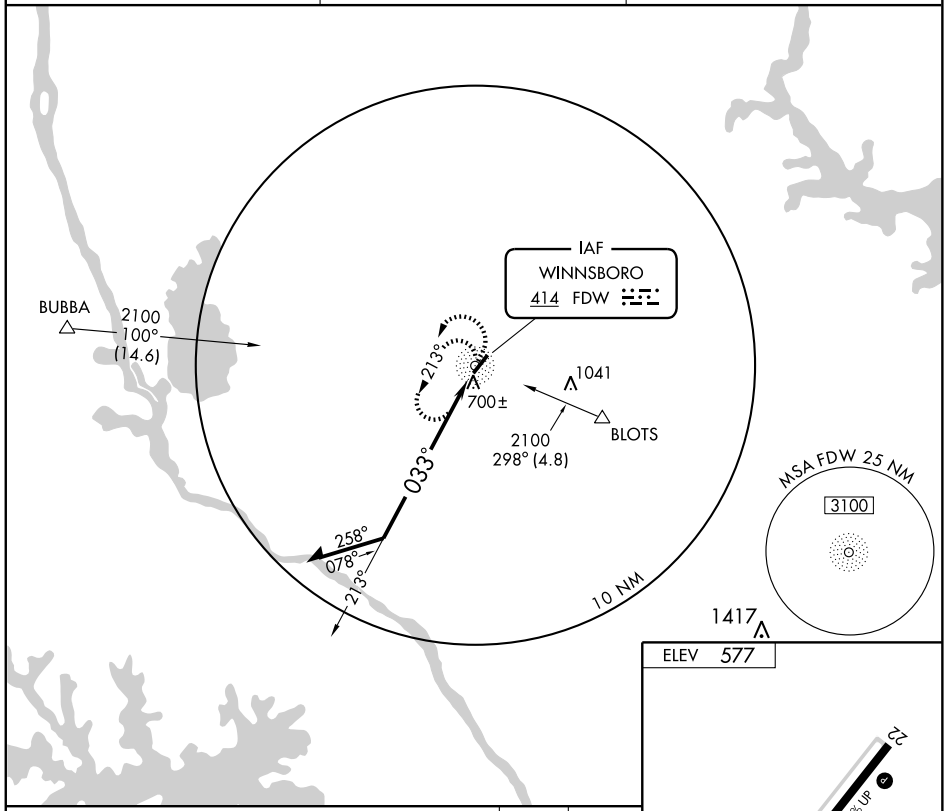
NDB FDW	APP CRS	Rwy Idg	5003
414	033°	TDZE	577
		Apt Elev	577

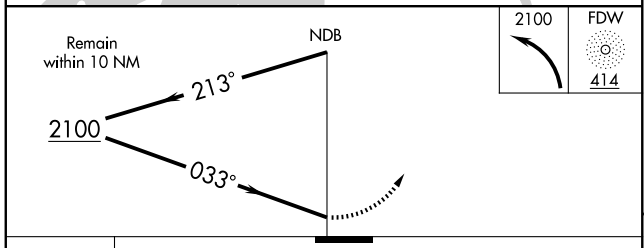
NDB RWY 4

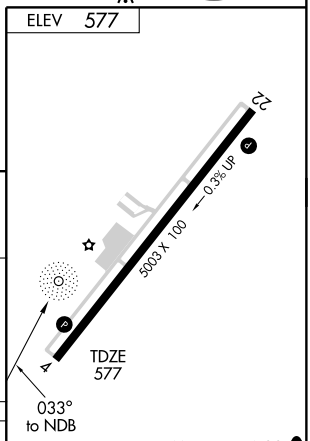
WINNSBORO/ FAIRFIELD COUNTY (FDW)

NA	Use Columbia altimeter setting.	MISSED APPROACH: Climbing left turn to 2100 in FDW NDB holding pattern.

AWOS-3	COLUMBIA APP CON	UNICOM
119.075	133.4 285.6	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-4	1160-1	583 (600-1)	1160-1½ 583 (600-1½)	1160-1¾ 583 (600-1¾)
CIRCLING	1160-1	583 (600-1)	1160-1½ 583 (600-1½)	1160-2 583 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 17 DEC 2009 to 14 JAN 2010